

THE AMERICAN ELEVATOR AND GRAIN TRADE

Established 1882

Entered as second-class matter June 26, 1885, at the Post Office at Chicago, Illinois, under Act of March 3rd, 1879.

Established 1882

PUBLISHED BY
Mitchell Brothers Publishing Co.

A MONTHLY JOURNAL DEVOTED TO THE ELEVATOR AND GRAIN INTERESTS.

One Dollar Per Annum
SINGLE COPIES, 15 CENTS

VOL. XL

431 South Dearborn Street, Chicago, Ill., July 15, 1921

NO. 1

WE ARE PROGRESSIVE ENOUGH
TO BE AGGRESSIVE FOR YOU

McKENNA & DICKEY
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For your
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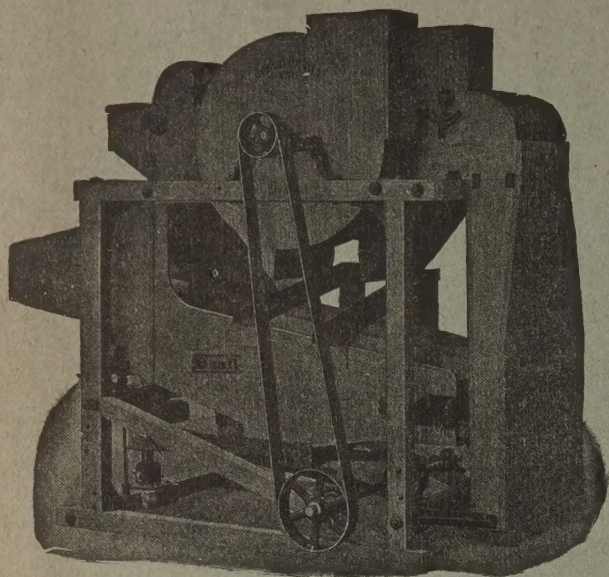
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The price of a machine doesn't mean much, though it should be reasonable. It's the quality you get that counts. When you buy the

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Six Blocks From the Chamber of Commerce.

Every Room an Outside Room. Every Room with Private Bath.

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Entertaining programs are rendered daily during luncheon and dinner hour on the great pipe organ in main restaurant by Dr. Frederic Tristram Egner. Orchestra music daily during dinner hour.

One whole city block of beautiful lobbies, ball rooms, billiard rooms, chocolate shop, beauty shop, barber shop, tailor shop, physical culture and bath department, cigar and news stands, delicatessen shop, etc., are operated in this hotel for the convenience and entertainment of our guests.



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installed at the large plant of the
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Since 1893—28 Years Manufacturers of Scales

COLUMBIA MOTOR TRUCK SCALES Are the BEST—"SAVE REPAIR BILLS"

Because they are easy to build, simple in construction, well made and retain their accuracy longer than any scale on the market.

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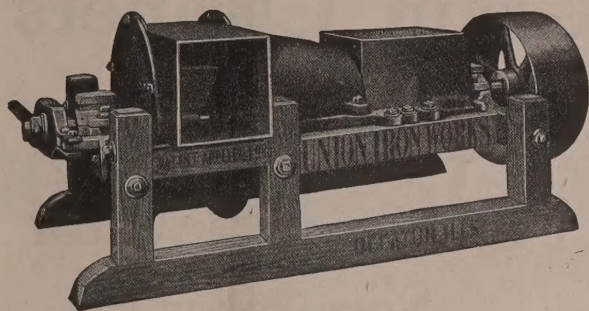
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Save money and send for list of our guaranteed rebuilt scales. All makes and capacities. Tell us what you want. Let us repair your scales—any make. We also carry parts. Finest equipment for scale work in Chicago.



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course grains as you choose but—where it's a question of needed machinery equipment to place your elevator in proper condition to handle the new crop, or entire outfit for the new elevator, there's only one safe and proper course to pursue. See that it bears the stamp of

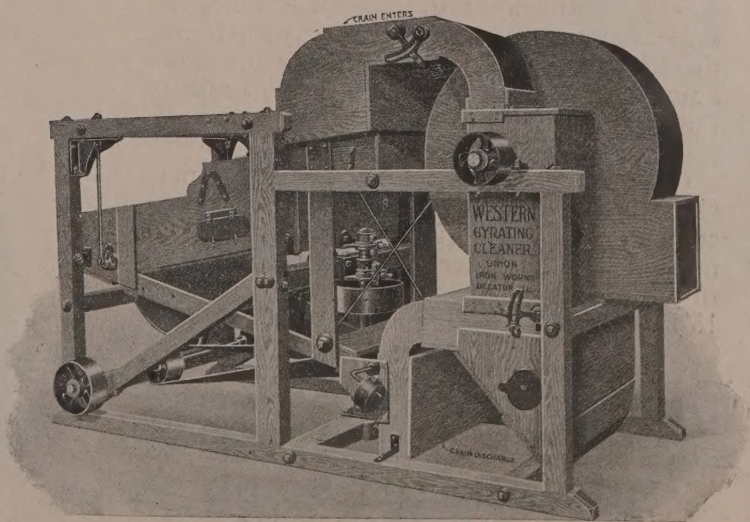
THE WESTERN LINE

Business is steadily getting better. This is true of the grain industry. Talk prosperity, act prosperity by getting ready for it. We have everything that you need for the grain elevator in elevating, conveying, transmission, shelling and cleaning machinery. Let your orders come on. Our entire organization is on tip-toe for business. We assure prompt shipments.

Send for Catalog No. 27

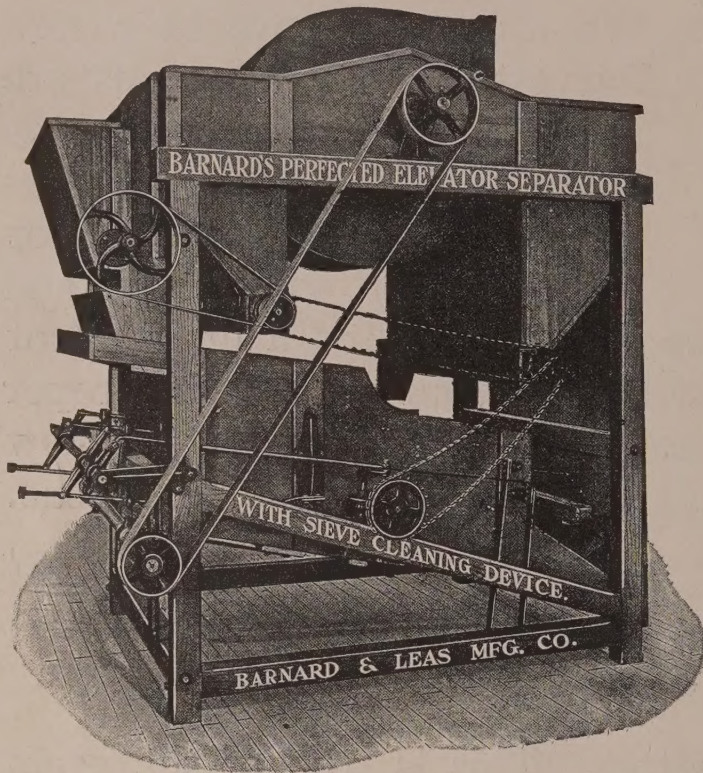
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"Western" Gyrating Cleaner

Barnard-Moline Grain Cleaners



Barnard-Moline Perfected Elevator Separator

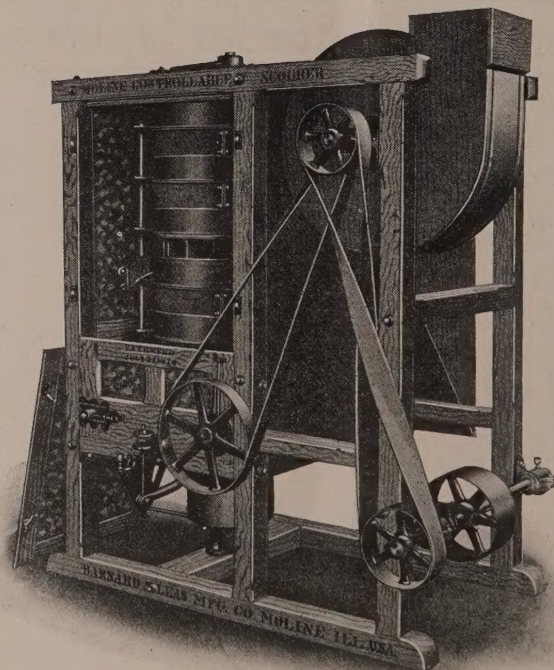
This is our Three-Sieve type machine, which includes one grain sieve, a scalping sieve and a seed sieve. It is equipped with a *Sieve Cleaning Device*, which is applied to the main sieve and the sand or seed sieve; this cleaning device keeps the sieves absolutely clean at all times, insuring positive and uniform work.

Our sixty years' experience in building grain cleaning machinery incorporates economy and efficiency in this wonderful machine. There are thousands of Barnard-Moline Separators in successful operation in all parts of the world. Catalogue No. 14-D illustrates and describes a Separator for every mill or elevator requirement.

Barnard-Moline Controllable Scourer

This machine enables the miller to have complete control over the degree of scouring all grades of grain as hard as nature will permit. We lay great stress on the fact that whether scouring hard, medium or mild, the same amount of grain is always passing through the machine, and receives the same number of blows or impacts; in no sense is the grain hurried through.

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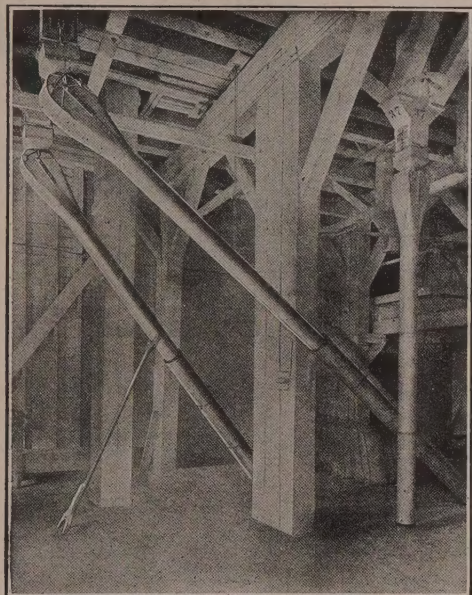
ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.



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MODERN GRAIN ELEVATOR EQUIPMENT

ENDURANCE IS THE TEST OF QUALITY
WELLER-MADE EQUIPMENT STANDS THE TEST



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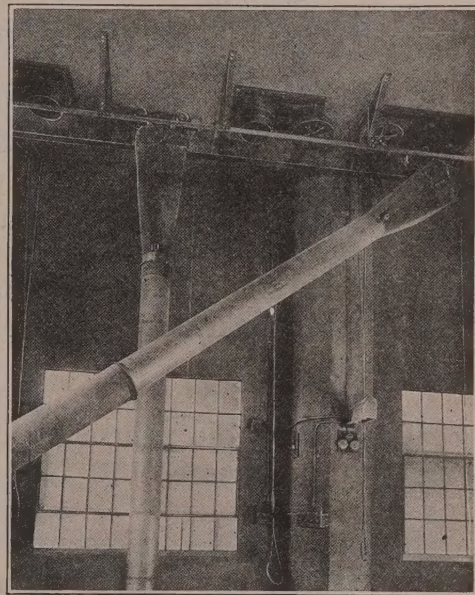
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QUICK DISCHARGE
Grain will run on less incline

DOUBLE LIFE
Wear is on both sides of spout

LEVER EFFECT
Has revolving joint

LABOR SAVER
One man can change from place to
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Saves in height of building



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BELT CONVEYORS
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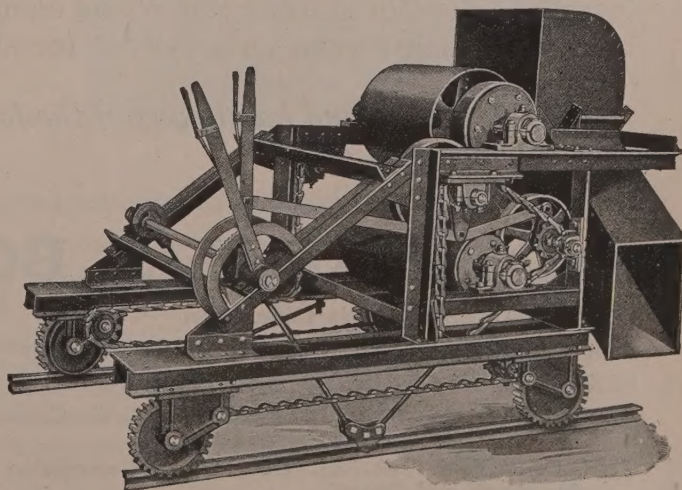
WELLER HEAVY DUTY SELF PROPELLING TRIPPERS

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Embodies Features Not Found in Any Other—Fully Protected by Patents

Weller Trippers are
doing duty in most
of the large eleva-
tors.

Large pulleys help
to add to the life of
the belt, while the
wide clearance on
each side of the belt
and the double fric-
tion is so arranged
that it is practically
impossible for the
belt to catch in the
friction.

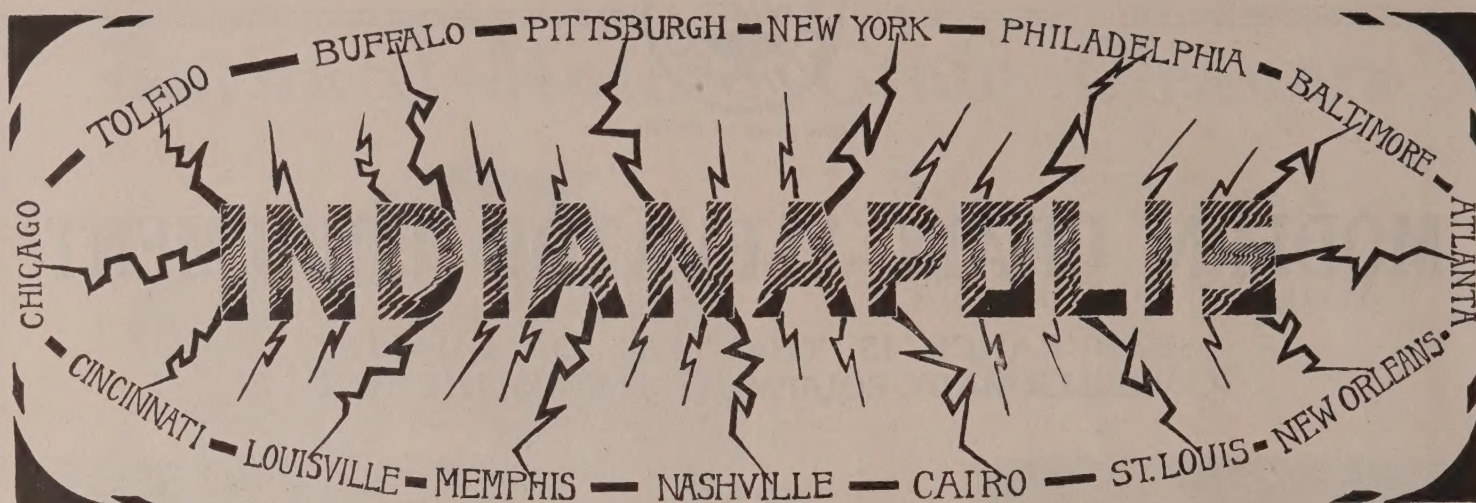


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SAN FRANCISCO
SALT LAKE CITY



Indianapolis is known as the largest inland railroad city in the country and is the natural destination for shipments of grain from Indiana, Illinois, Ohio, Michigan, Wisconsin and states adjoining.

Its geographical location together with its railroads radiating to all sections of the country, makes it a logical outlet and distributing point to the East, South and Southeast.

These splendid railroad facilities assure quick handling of shipments with prompt returns on same.

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The market's adequate weighing facilities, its efficient inspection department, and increased elevator storage and drying equipment makes Indianapolis more and more important each season as a market for shippers and buyers of grain, hay and feeds.

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Merchants and Buyers

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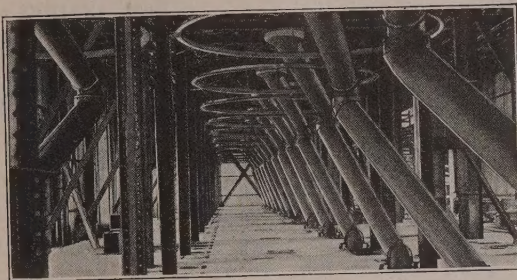
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NATIONAL ELEVATORS, Every Branch of the Grain
Business

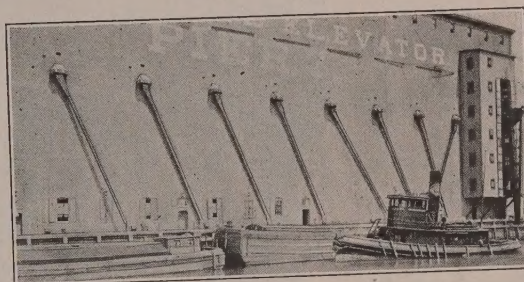
STEINHART GRAIN COMPANY, Grain Commission

URMSTON ELEVATOR CO., Grain Commission

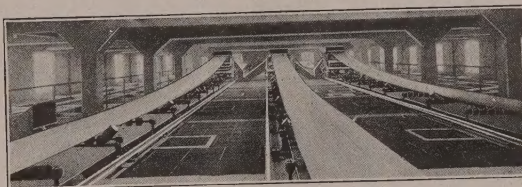
WEBSTER GRAIN ELEVATOR EQUIPMENT



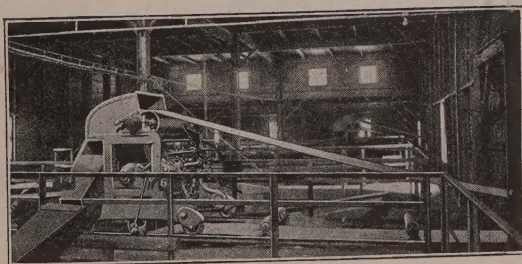
Spouting Machinery



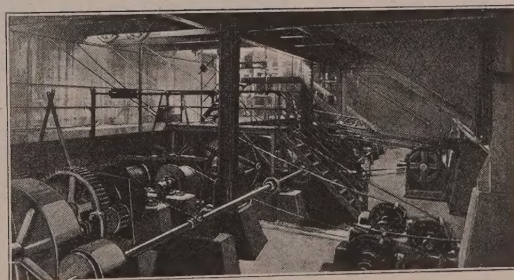
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Belt Conveyor



Tripping Equipment



Car Pullers

When You Specify
WEBSTER GRAIN ELEVATOR EQUIPMENT

You May Feel Confident That You
Are Buying Machinery That Will
Give Sustained, Efficient Service
at Low Operating Cost.

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THE GATEWAY TO THE SOUTH AND EAST

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Has reconsignment and transit privileges and other favorable points which insures most successful handling of grain or hay shipments.



Home of the Cincinnati Grain and Hay Exchange

Is the terminal point for 200,000 miles of railways and therefore a convenient shipping point for the country dealer, and local buyers are enabled to distribute all products quickly and to best advantage. Has weighing and inspection service second to none and up-to-date grain and hay merchants constantly safeguarding their patrons' interests.

Those are just a few of the reasons why you should ship your Grain and Hay to Cincinnati. Ship to any of the following responsible grain and hay firms, all members of the

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A. BENDER, Flour, Grain and Feeds

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BROUSE-SKIDMORE GRAIN CO., Grain, Hay, Feed

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EARLY & DANIEL CO., Hay, Grain, Feed

FITZGERALD BROS. CO., Grain and Hay

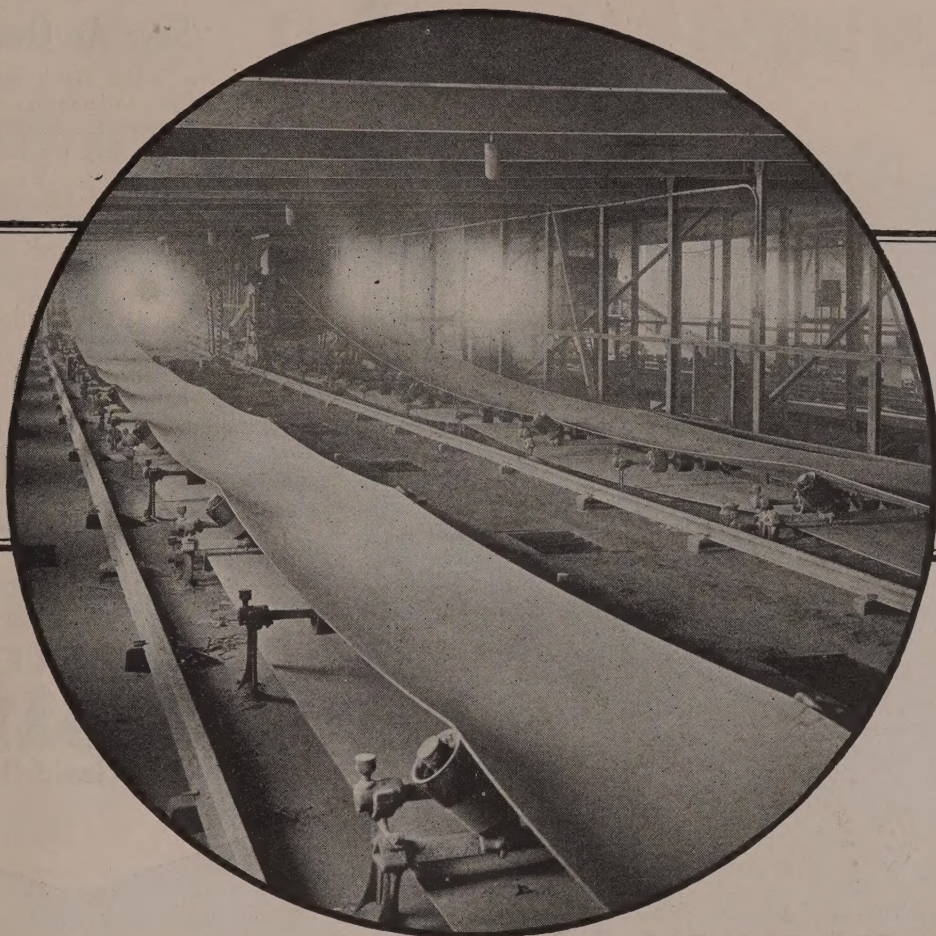
GALE GRAIN CO., THE A. C., Grain and Hay

DAN B. GRANGER & CO., Hay and Grain

MUTUAL COMMISSION COMPANY, Strictly Commission

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SMITH, EDW. A., Receiver and Shipper of Hay



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U. S. Grain Conveyor Belts, as standard equipment in grain elevators, are proving to be a big factor in reducing operating costs.

They are designed by men thoroughly familiar with conveying problems in the grain world and are built, individually, to meet the particular conditions under which each will operate.

Our belting experts, from their wide and varied experience, are prepared to specify the belt that will most economically meet your requirements.

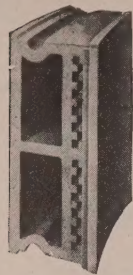
United States Rubber Company

1790 Broadway

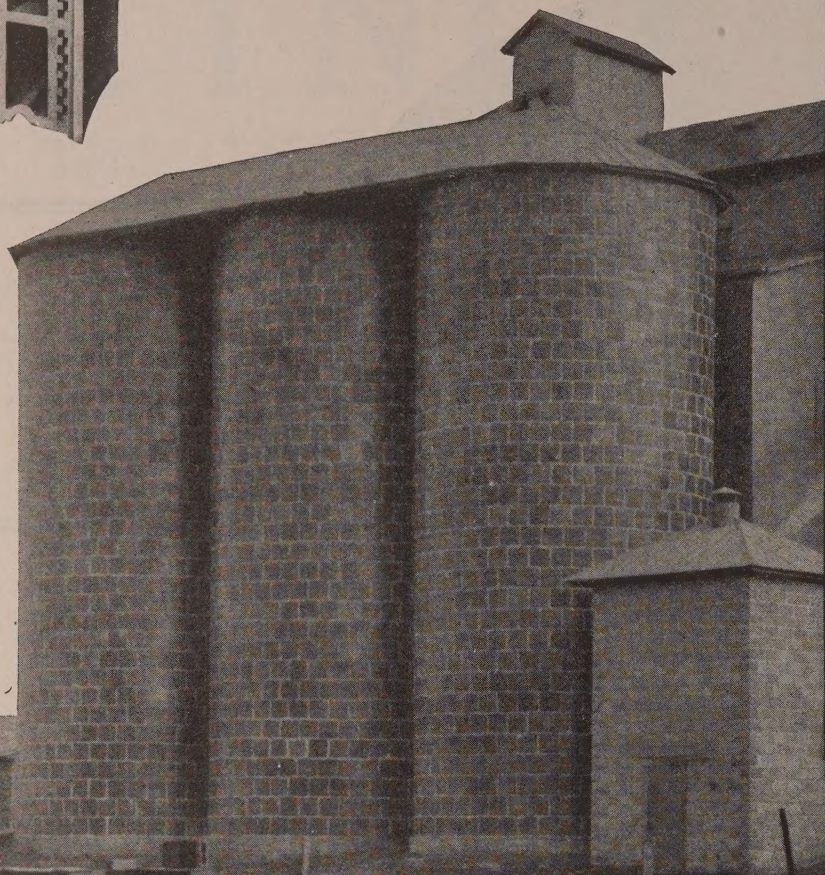
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Branches in Every Industrial Center





Preston-Lansing Tile Grain Bins.
Chalmer's Grain Co., Chalmers, Ind.



"Satisfactory in Every Way" Says An Owner

"We have found Preston-Lansing Vitri-fied Tile Bins satisfactory in every way. Have used them for both corn and oats and would say they are both frost proof and moisture proof. We would recom-mend this kind of bin construction for grain storage. Insurance very low—\$20.00 on \$8,000 worth of grain for six months." This is what Chalmers Grain Co., of Chalmers, Indiana, think of Pres-ton-Lansing Tile Grain Bins.

Preston-Lansing Bins give this protection for ages—protection against fire, vermin, moisture, frost and rot. Practically in- destructible. First cost is only cost. Write today for special folder and ask about our engineering service.

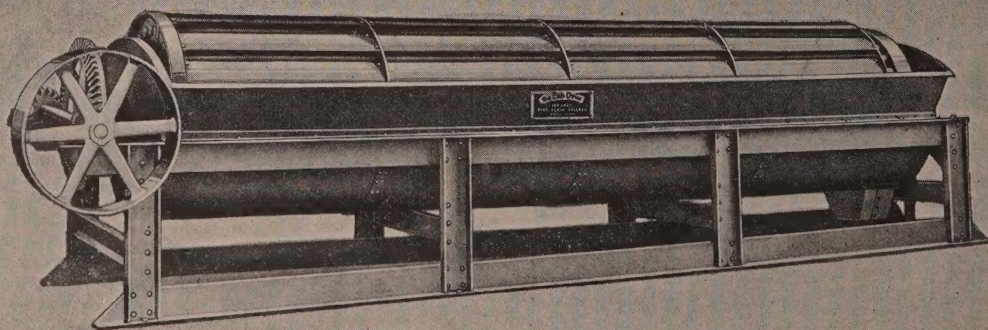
J. M. PRESTON COMPANY
Dept. 426 Lansing, Mich.

Factories at New Brighton, Pa.;
Uhrichsville, Ohio; Brazil, Ind.;
Ft. Dodge, Iowa.

Preston Lansing

Tile Grain Bins

Grain Driers Rotary Driers Quality First-Last-Always



No. 4 Rotary Drier
BALL BEARING

THE ELLIS DRIER COMPANY

CHICAGO, U.S.A.

THE BUCKLEY GRINDER

GRINDS ANYTHING

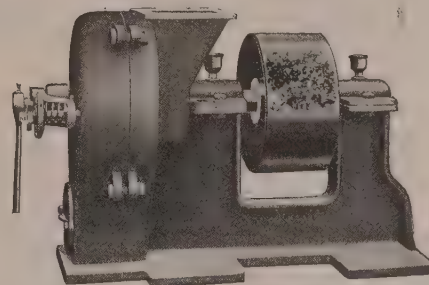
CREATES NO DUST

SMALL FIRE HAZARD

RUNS AT LOW SPEED

REQUIRES LITTLE POWER

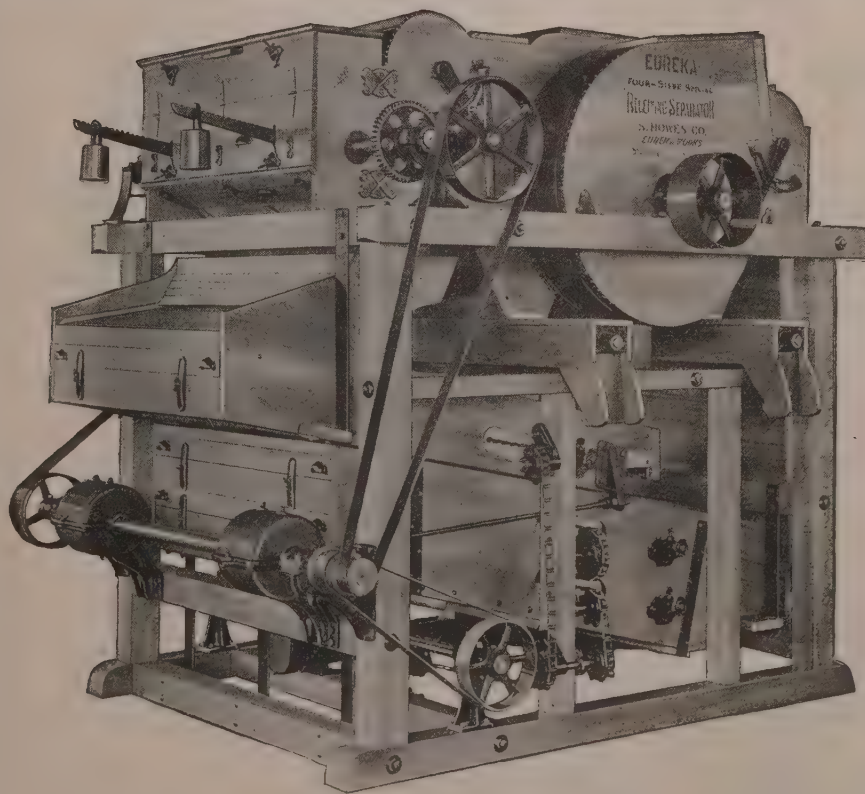
BEST CRACKED CORN MACHINE EVER INVENTED



BUCKLEY BROS.

Starks Bldg.

Louisville, Ky.



A TRULY MAGNIFICENT CLEANING MACHINE

is this



"EUREKA"



More can naturally be expected of it—better and more precise separations, both by air and sieves—because we provide the mechanical means,—features unique, many of them, to assist the operator to do exactly what he wishes to accomplish.

When you hear a man say: "I can clean my grain right now," you will understand that that man bought a "Eureka" Four Sieve Special Receiving Separator.

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SILVER CREEK, N. Y.

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CONVEYING, ELEVATING, POWER TRANSMISSION MACHINERY and COMPLETE GRAIN ELEVATOR EQUIPMENT.

Including the Well Known

UNITED STATES CORN SHELLERS
UNITED STATES GRAIN CLEANERS

Which are unsurpassed in machines of this character.

U. S. Quality Best

U. S. Prices Lowest

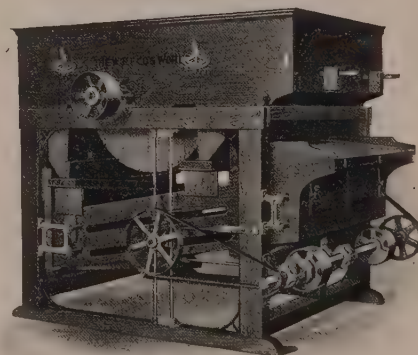
THE B. S. CONSTANT MFG. CO.
BLOOMINGTON, ILL.

THE NEW CROP

Buying the new crop is going to require the keenest judgment. Rapid, economical handling of wheat means money. Every clean, sound grain must go to the scales but no sticks, weed stems, gravel, weed seeds, damaged or unsound, immature grains should be bought at the price of sound grain. Are you prepared to make this accurate separation with justice?

The Wolf Elevator-Receiving Separator is an unfailing, dependable machine. It has the capacity, the accurate air and sieve separations. Does not waste a single wheat berry nor permit foreign substances to enter the cleaned wheat. The proper pitch and speed are provided.

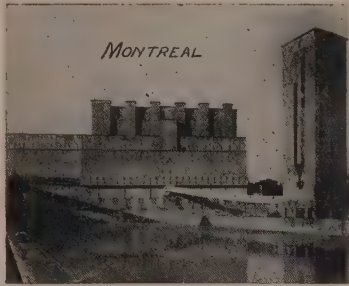
But you will need the unfailing dependability to se-



cure justice to the producer and purchaser. You want the farmer's trade and at the same time protect yourself. The Wolf Elevator-Receiving Separator does both. Gives two aspirations, sieves automatically cleaned, large sieve area, low speed fan, compound drive, accurately counter-balanced and entire machine easily regulated.

The crowning feature of any receiving separator is the air separations and you will profit by reading Bulletin 77-M.

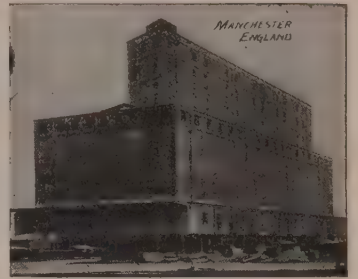
THE WOLF COMPANY, Chambersburg, Pa.



MONTREAL

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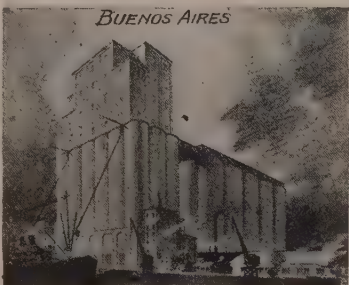
Grain Elevator Engineers



MANCHESTER
ENGLAND



SYDNEY, AUSTRALIA.



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395 Collins St., Melbourne, Australia.
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BE PREPARED Build Your New Elevator Now

Up-to-date elevator facilities are required all over the country and now is an ideal time to go ahead with elevator construction. Building costs in this line of work have declined to such an extent that it is now possible to erect a modern GRAIN ELEVATOR combining permanent and fireproof qualities at a very reasonable outlay. Write us for estimates.

THE SPENCER CONSTRUCTION COMPANY
Specialists in Grain Elevator Building
GARRETT BUILDING BALTIMORE, MD.



THE WORLD'S LARGEST ELEVATORS USE THIS BRUSH

For sweeping grain cars and elevators, the STAR BRUSH has no equal. Made of stiff selected fibre, 5 inches long. Guaranteed to outwear four or five corn brooms and do cleaner and faster work. Built on hardwood block 14 inches wide and flared to an 18-inch sweep. Largest elevators in Minneapolis, Duluth, Port Arthur and Ft. William now use this brush exclusively.

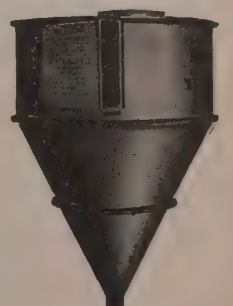
Order a dozen today. If within sixty days you do not find them entirely satisfactory, send them back. We'll pay the transportation charges both ways.
Price \$16.00 per dozen, F. O. B. Minneapolis

Flour City Brush Company
422-424 South Fourth Street MINNEAPOLIS

The "Knickerbocker Cyclone" Dust Collector



For Grain Cleaners
ALL STEEL



Write for Catalog

The Knickerbocker Company

Jackson, Mich.



400,000 BUSHEL ELEVATOR

FOR

Postum Cereal Co.

Battle Creek, Mich.

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AND GRAPENUTS

"There's A Reason"

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FOLWELL-AHLISKOG CO.

Engineers and Contractors

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OF

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Tower. Reinforced Concrete. Latest improvements. Write us for
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WE INVITE YOUR INQUIRIES

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CONSULTING ENGINEER

H. E. GODFREY, Civil Engineer

ELEVATORS, MILLS AND WAREHOUSES
COMPLETE

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Grain Driers, General Overhauling and Improvements

BALLINGER & McALLISTER

CONTRACTORS - DESIGNERS

Grain Elevators

Ear-Corn Plants

COMPLETE

Locust Street Viaduct

Bloomington, Ill.

ARE YOU WORRIED

about the condition of that grain in your bins?

Let us equip your storage with a

Zeleny Thermometer System

to tell you the exact condition of
the grain and cut out the worry

Over 100 Elevators Equipped

Write for Description

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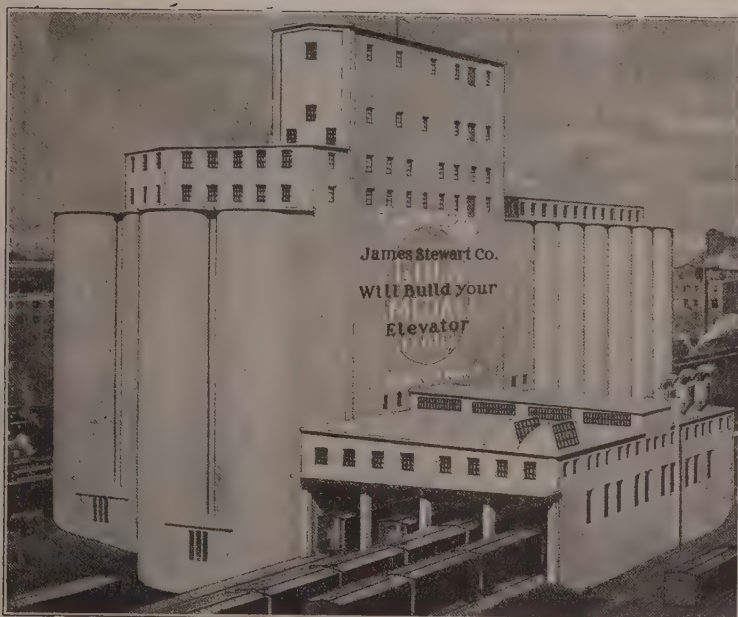
Chicago

TWO MILLION BUSHEL FIRE PROOF RECEIVING ELEVATOR

FOR

Washburn-Crosby Company

Minneapolis, Minn.



"We have built for many of your friends.
Eventually we will build for you. Why not now?"

We Design and Build Elevators, any type of Construction, in any part of the World.

JAMES STEWART & CO., Inc.

GRAIN ELEVATOR DEPARTMENT

Twelfth Floor, Fisher Building

W. R. SINKS, Manager

CHICAGO, ILL.

THE POLK SYSTEM

All-steel machines for all kinds of
CIRCULAR CONCRETE CONSTRUCTION

We contract grain storages, water
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Polk-Genung-Polk Company

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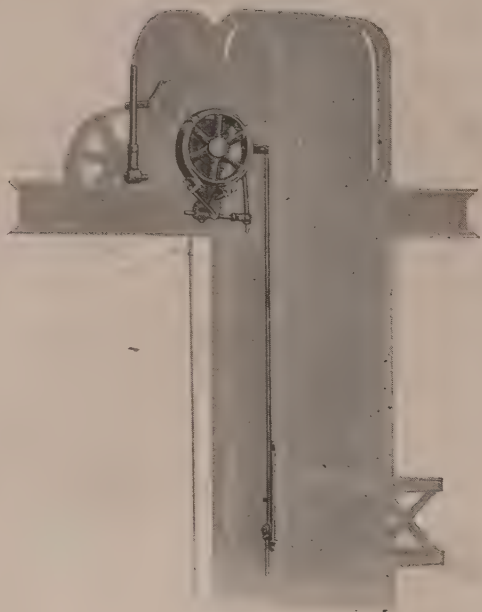
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One of the Modern Houses Which Has Made a Record
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N. & M. CO. SERVICE ELEVATOR WITH AUTOMATIC SAFETY DEVICE

WITH the upper terminal automatic stop in operation there is no danger of being carried overhead and injured. The weight of the passenger after the top floor is reached automatically throws a lever, shutting off the power and applying the brake, thereby locking the belt and steps against movement in either direction.

The automatic stop mechanism furnished with the Nordyke & Marmon Company service elevator adds the vital feature of safety to the elevator's other excellent qualities of reliability and utility.

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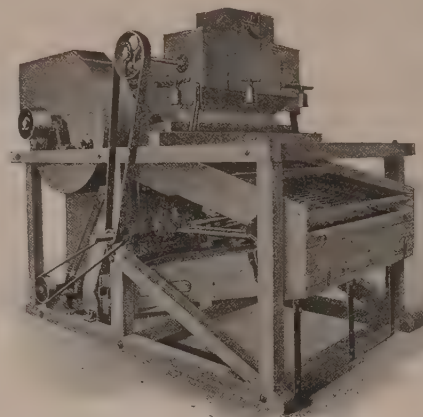
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AMERICA'S LEADING MILL BUILDERS



Here's a machine that has taken many a grain dealer
"Over the Top" of Successful grain cleaning.

THE SIDNEY DOUBLE SHOE
CORN AND GRAIN CLEANER
CLEANS CORN, WHEAT AND OATS
WITHOUT CHANGE OF SCREEN

Investigate it—then buy. Descriptive
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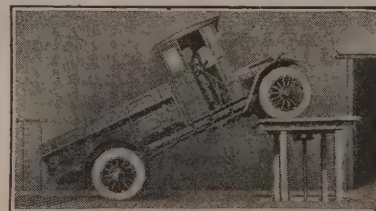
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*Manufacturers of the SIDNEY LINE, which includes all the
machinery necessary to equip the elevator from pit to cupola*

There Is No Danger of "Binding"

with a Trapp Dump. Our special interlocking gears remove any possibility that the Trapp Dump-Lift might "Bind."

These interlocking gears operate at all four corners of the lift-platform; and they hold the platform absolutely rigid and firm, at every stage of its movement up and down, during the process of elevating and lowering the front ends of trucks.



The Trapp Dump-Lift is a vertically-rising flat platform. Throughout the dumping operation this platform remains on a horizontal plane; i. e., in a position parallel with the driveway floor. All the power is exerted under the front ends of the vehicles—at the place where the minimum lifting force will do the maximum amount of work.

Trapp Dumps are very reasonable in price. **YOU SHOULD WRITE FOR PRICES AND FREE DESCRIPTIVE LITERATURE**—We will send a list of the many installations we have made in LINE ELEVATORS, also reproductions of testimonial letters from present users of Trapp Dumps—men you know, or know of.

Trapp - Gohr - Donovan Company

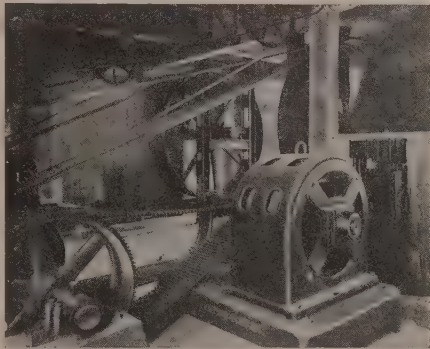
Factory, 1125-27-29 No. 22nd St.
Omaha, Nebraska

Selecting Transmission Equipment for Long Service

N. B. UPDIKE is a power in the grain trade of the Northwest. He obtained that position because of his knowledge. Perhaps he could not answer Mr. Edison's questions about Spitzbergen or where shellac comes from, but there is little indeed about grain, its merchandising or its handling that he doesn't know—not from hearsay, but from first hand experience.

When the Chicago & Northwestern Railway made its plans to build a new 1,000,000-bushel elevator at Council Bluffs, Iowa, in 1917, a lease was given in advance to N. B. Updike to operate it. It fell upon him therefore to approve the plans made by the Witherspoon-Englar Company of Chicago, who built the house, and to specify the equipment which was to go into it. In choosing the equipment Mr. Updike brought into use an experience covering many years of grain handling during which the lesson had been learned at no small cost, that original price of a machine bore no relation to its ultimate cost, and that the best is the cheapest whatever the price. With this in mind it is significant that Morse Silent Chain Drives are found throughout the house.

The elevator is driven with individual motors

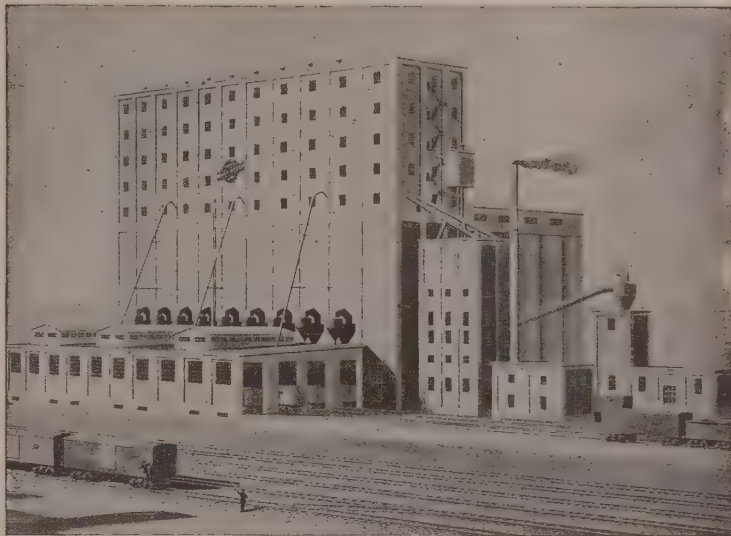


DRIVE IN C. & N. W. ELEVATOR AT MILWAUKEE

ranging from 5 to 100 horsepower. On the three receiving legs, the 'three shipping' legs and one transfer leg are 100 horsepower drives, seven in all. On each of the two separator legs is a 75-horsepower drive; the two clipper legs and the one drier leg are driven by a 35-horsepower Morse Chain for each; the two drives to the car shovel countershafts are of 30-horsepower each; the cupola transfer conveyor has a 25-horsepower drive, as have also the countershaft for two screenings legs and each of the countershafts for two bleacher legs and one drier leg.

The three shipping conveyors, the three belt conveyors over storage, the four shovel shafts, the bleacher screw conveyor and the two drier fans have a 20-horsepower drive, a total of 13 of 20-horsepower. The two cooler fans are each driven with a 15-horsepower chain; the three receiving belt conveyors, the basement transfer conveyor, the drier belt conveyor, and the counter shaft for screenings screw conveyor each have a 7½-horsepower drive. The two screenings conveyor drives are of 5 horsepower.

There are in all 42 Morse Silent Chain Drives in the Council Bluffs elevator, handling a total of 1,457½ horsepower. All the sprockets on the drive pulleys have a face one-quarter inch wider than



CHICAGO & NORTHWESTERN ELEVATOR AT COUNCIL BLUFFS, IOWA
Equipped with Morse Silent Chain Drives

the chain specified to run them. The driving sprockets are steel hardened, bored and key-seated to fit the driving shafts. The driven sprockets are of solid cast iron. All the chains are improved, heat treated, nickel steel type, with Morse Rocker Joint.

The specifications for this extensive equipment were accepted because the operators understood the importance of power transmission. Equipment in all departments of a plant might be perfect, but if their services were interrupted by faulty transmission that perfection would be innocuous. And again if power were wasted with less efficient drives, the saving effected with high-class machines would be neutralized and very possibly more than discounted.

Transmission is the life of a plant. It corresponds to the arteries which carry the blood and power to the human mechanism. Arterio sclerosis is a disease of the arteries which slows down the sufferer to a point of virtual helplessness. His life is under perpetual threat and any untoward exertion might end it. As a functioning machine he is undependable. The parallel is exact. A diseased or inefficient transmission may at any moment tie up the activities of the entire plant. Even though this event is postponed indefinitely, the threat of it is always present and presents an additional and wholly unnecessary worry for the elevator manager.

It is not by chance that Morse Silent Chain



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SEVENTH NATIONAL EXPOSITION OF CHEMICAL
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ENGINEERS PLANNING POWER TRANSMISSIONS

Secure Data and Estimates of "MORSE" DRIVES. SAVE Construction, Space, Light, Fuel.
Producing More With Less.

MORSE CHAIN CO.

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Drives have become practically standardized in equipment where dependable power is required. The engineering profession which builds its reputation by the test of performance, selects the best by a process of gradual elimination of the unfit equipment. The law is as inexorable as Darwin's. A reputable firm can no more afford to install a drive which may fail at the most critical juncture than nature could afford to let the weaklings survive and the strong perish.

It is not by chance that Morse Drives are found in the Milwaukee elevator of the Chicago & Northwestern Railroad, the splendid new elevator of the Washburn-Crosby Company at Minneapolis, the Northern Central Elevator at Canton, Baltimore, Md., and scores of other modern plants throughout the country. Illustrations of typical installations in the elevators named are shown on this page. In no case were these selections haphazard. The Morse Drives in every

case were used because the designers of the houses know that they can be relied upon; know that in all kinds of weather and under all conditions the drive

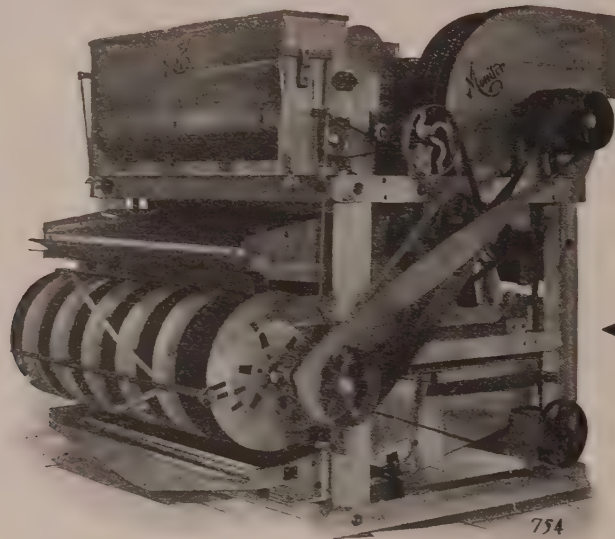


MORSE DRIVES ON ELEVATOR HEADS

will deliver its rated power when and where specified. The grain trade for many years did business with makeshift equipment, but now dealers are

satisfied with nothing but the best. Why should they when the best is cheapest in the end. That is a claim which can be made without question or doubt for Morse Silent Chain Drives. On the one hand the chain drive has all the flexibility of the belt or rope and can be operated successfully on very much shorter centers than either of the others, which, in a great many positions in the average elevator, is a distinct advantage. On the other hand the chains are as positive as gears; there is no slip nor creep with the resultant loss of power

and excessive depreciation such as belts are subjected to; nor is there the unpleasant rattle that always accompanies gear installation. The scarcely audible hum of a chain drive, a steady, sustained tone, is symbolic of the power, the dependability, and all around efficiency of the Morse Silent Chain Drive. There is ample justification for the tendency to standardize on Morse Silent Chain Drives.—
Advertisement.



It's really a revelation on the possibilities in separating oats from wheat to watch the work of the MONITOR NORTHWESTERN in its daily run.

It was hard to get the message across when first introducing the machine. But people generally said that if the machine would do half what we claimed for it, it was enough.

It did that, of course, because it also did what we claimed. Now hundreds use it and our claims are easily proven.

If you get wheat and oat mixtures from time to time, the machine will earn its cost in short order. Then it commences to add net profits in large chunks. And it is good for years of such service.

Canadian Plant,
Huntley Mfg. Co., Ltd.
Tillsonburg, Ont.

HUNTLEY MFG. CO.
DEPARTMENT E
SILVER CREEK, N. Y.

A monthly journal devoted to the elevator and grain interests.

Official paper of the Grain Dealers' National Association and of the Illinois Grain Dealers' Association.

Established in 1882.



Published on the fifteenth of each month by Mitchell Bros. Publishing Co., 431 So. Dearborn St., Chicago, Ill.

Subscription price, \$1.00 per year.

English and Foreign subscription, \$1.75 per year.

Established in 1882.

VOL. XL

CHICAGO, ILLINOIS, JULY 15, 1921

NO. 1

New Grain Port in France Ready for Operation

Bordeaux Completes Its Modern Grain Handling Equipment Which Is Destined Greatly to Facilitate the Discharge of Vessels Loaded with Grain for France

GOVERNMENT regulation of the grain trade in France will end on August 1. Until a month ago the trade was practically under Government control and mills were still required to add a 10-per cent admixture of other grain than wheat to their flour. But at last the grain dealers and millers are able to buy grain from any country and sell to any person they see fit. The effect of this new order of things will be felt in this country, not because purchases will be larger than before, necessarily, but through the reestablishment of old lines of trade and commercial connections.

by reason of the recent completion of the new grain handling equipment at Bordeaux, announcement of which was given in this journal last year. Before the war Bordeaux was anything but modern. Berthing space for vessels was inadequate and lighterage was used in large measure. The establishment of the American base at Bordeaux during the war, brought immediate changes. The French Government built about a mile of new docks in 1915, and the American army built a mile and a half more when we took over the port. In addition we built a complete railway distributing

erected and the equipment was installed by Messrs. Thomas Robinson & Son, Ltd., of Rochdale, England, to whom we are indebted for the illustrations of the elevators.

The capacity of the storage tanks is 180,000 bushels and the warehouses will take care of sacked grain with a capacity of 200,000 sacks. The grain station is fitted with a special jetty 150 yards long upon which is installed a pneumatic suction grain handling and conveying plant, electrically driven. The grain is elevated from the vessel at the rate of 300 tons per hour, transported over roadways and



VIEW OF ELEVATOR AT BORDEAUX, FRANCE, WITH CONVEYOR GALLERY LEADING TO DOCK

The French trade, unlike that of England, Belgium and Holland, resells but little of the grain it purchases overseas. The import requirements of France are large. The pre-war average for the French wheat crop was about 325,000,000 bushels; corn, 22,000,000 bushels; oats, 310,000,000; rye, 49,452,000; and barley, 47,000,000 bushels. These totals are so far short of domestic requirements that in 1914 wheat (and flour) were imported to the amount of 78,948,000 bushels; corn, 22,914,000 bushels; oats, 44,713,000; barley, 8,904,000 bushels. These pre-war figures are used as the international trade, for this crop year will more nearly approach pre-war figures than any of the war years.

New interest attaches to the French grain trade

system with tracks on the jetties connecting with distributing tracks, which in turn are connected direct with the main line of the Paris-Orleans Railway.

The improvements which we put in were sold to the French Government after the war and the Bordeaux Chamber of Commerce keeps up the port. But it remained for a private company, the Union Commerciale de Bordeaux-Bassens, to install the grain handling equipment as well as equipment for package freight and coal. The company is capitalized at 20,000,000 francs. Power plants have been installed and the district promises to be one of the most active manufacturing as well as shipping centers in the country. The grain elevators were

tracks and discharged into tanks of 7,500 tons capacity, from which it is sacked off, weighed, and transported by conveyors to its desired place in any of the five covered warehouses which cover an area of 12,000 square yards. In the warehouses sack pilers are used which can lift the sacks 20 feet high.

Rail shipment is facilitated by 800 yards of discharging platforms between the warehouses and with private tracks which can easily handle from 300 to 500 cars per day, and hand over trains, already made up, to the Paris-Orleans Railway.

The pneumatic elevator is in two units of 150 tons per hour each. Each unit feeds direct to belt conveyor on the traveling structure. This dis-

charges to conveyors in a gangway running along the quay side, and is again transferred to conveyors that carry the grain to elevator boots in the work-house, where it is elevated to the scales and then conveyed by belt to storage or to the sacking department. Several of the conveyors are capable of conveying either sacks or bulk grain and the whole plant is electrically driven. From the elevator the grain can be sacked off, returned to the ships in sacks, sent direct for storage in sacks in the five storage warehouses or can be sent in bulk to barges or cars. The conveyor gallery along the quay is 328 feet long, while the transverse gallery, connecting the former with the elevator, is 445 feet long. All of the galleries are covered as can be seen from the illustration, and the conveying equipment is of the most modern and approved type.

The pneumatic elevators traverse the length of the quay upon a track of 15-foot gauge. In the upper part of each of the two steel-framed structures is fixed the receiving vessel, from which radiate two universally moveable transport pipes, these being controlled by winches conveniently placed upon the second floor. Ball joints at the top of the hanging vertical pipes, together with detachable lengths of flexible steel tubing which can be attached to the lower end, allow of the nozzles to be carried to the farthest corners of all holds, in the vessels being unloaded.

The grain is discharged from the receiving vessels by dischargers of the rotary type, with which are incorporated a recently patented mechanism

gantry; cross-over pieces enable either pump to be connected with either elevator. Each elevator is capable of discharging 150 tons of wheat per hour as a maximum; that is, when the pipes are dipping straight into the centre of the holds. The range of vertical travel of these pipes (nearly 20 feet), admits of the average rate of discharge being kept up very closely to the maximum. The approximate power consumed by the pumps, when working at full capacity, will be about 220 horsepower.

The Union Commerciale de Bassens has labored under great difficulties to put through its gigantic enterprise in the face of unfavorable financial and commercial conditions of the reconstruction period, but there is no question but that their efforts will be amply rewarded. Baron Leon de Nervo is president of the company. Pierre Mousie is the general manager at Bassens, while Edmond Moussie is in charge of the offices at Bordeaux. The new facilities offered will make a great difference in the speed with which grain vessels are discharged in France and the exports of our new crop grain will find their way into French consumption channels more easily than they have ever done before.

The present exchange situation is unfavorable to American exporters, but these will undoubtedly be bettered when France's indebtedness to us is put on a permanent and greatly deferred basis. Whether this adjustment comes before the new crop begins to move to export or not, it is quite

may call for a revision in our farming program. The adequate wheat yield is not the main question; rather, it is one of making profits from that crop. New wheat-growing territory has been developed during the past 10 years and it may be that this new territory will be more favorable for wheat than Minnesota or the Dakotas. In that event Minnesota growers will be forced to the marginal border; possibly, clear over, according to Professor Boss' opinion. Corn, grass or livestock may supersede wheat raising.

CHANGE IN THE OFFICIAL STANDARDS FOR SHELLED CORN

Announcement of a change in the official grain standards of the United States for shelled corn has been made at the United States Department of Agriculture. Under an order signed by Secretary Wallace, effective October 3, 1921, the size of the perforations in the screens used for determining foreign material and cracked corn is fixed at twelve sixty-fourths of an inch instead of fourteen sixty-fourths of an inch, as at present.

Action was taken after a thorough investigation of numerous complaints made to the Department by merchandisers of shelled corn that the larger holes permitted a considerable percentage of small whole kernels and fair-sized pieces of broken kernels of corn, which are entirely suitable for milling and feeding purposes, to pass through the sieve and be classified as foreign material and



PNEUMATIC ELEVATOR AND CONVEYOR GALLERIES OVER TRACKS AND ROADWAY AT BORDEAUX

whereby the shock, due to the jamming of any foreign substance between the blades of the bucket valve and its casing, automatically causes immediate reversal of the wheel and the consequent release of the obstacle. By short band conveyors projecting through the back of the structures, the grain is then delivered to the band conveyors which run parallel with the track. The inter-conveyor discharge is through a small hopper. As the grain has but one destination no trippers are needed.

The structures are propelled at a speed of 40 feet per minute by a motor of 25 horsepower, which is placed upon the first floor. This motor also supplies the driving power for the band conveyor and discharger. The receiving vessels are equipped with internal cyclones, through which the air passes before leaving through the air pipes, extending down the back of the structures. The dust separated by these cyclones is re-delivered into the grain in the bucket wheel discharger. Each of the air pipes is provided with flexible connectors, which can be coupled to any of the branches in the pipe line extending along the band conveyor gantries. Blank flanges over the remaining branches prevent the entry of any air to the system, except that which passes through the transport pipes.

The exhaust pumps are placed in a small building adjacent to the tank, and consist of two twin-cylinder units, each unit being driven through double helical reduction gears by a motor of 250 horsepower. Each of these units is connected to the air line which fronts the quay by piping carried along, and on each side of the band conveyor

certain that France will buy to some extent in this country and American shippers will be able to test for themselves the vast improvements offered at Bordeaux.

MINNESOTA WHEAT YIELD NOT DECLINING

The question of declining wheat yield in Minnesota has been debated vigorously for many years, the prevailing opinion being that wheat yields are lower than they were formerly. A search of the records, however, does not support this view, declares Prof. Andrew Boss of the Minnesota College of Agriculture.

While the records of the early years are scattering and inaccurate, the census for 1860 gives an average yield of 22 bushels per acre. During the Civil War no records were received, but in 1865 a 22-bushel yield was again recorded. In the year following there was a period of relatively slight yields, due to droughts, grasshoppers and excessive moisture. These yields were not exceeded until 1895, when 23 bushels, the highest in the history of Minnesota, was the figure recorded. The high records of 1895 and of 1918 are conspicuous. The low-yield record is in 1916, when 7.6 bushels were secured; the next lowest is 1888, with 9 bushels.

It is plain that wheat yields have not declined, and that if yield is the basis of decision, farmers should grow more wheat in Minnesota than they are at present. Of course, the question cannot be decided on acreage, yield and production alone, for there has been economic changes in the world that

cracked corn. The result was a lowering of grade. This was especially true of kiln-dried corn, which fractures easily in handling. Officials believe that the smaller perforation will overcome these objections and meet the approval of a large proportion of the trade.

The date set for the change to become effective is before the bulk of the next corn crop starts to move on its way to the markets.

WISCONSIN'S NEW WINTER WHEAT BELT

One would hardly look for a new Winter wheat area in the Lake Superior region; but the Wisconsin Agricultural Experiment Station announces that the red clay of the Ashland region, which extends through Bayfield, Ashland, Douglas and Iron Counties gives a new Winter wheat belt to the state. A 10-year average shows that in Wisconsin Winter wheat has yielded 20.5 bushels per acre while Spring wheat has averaged only 18.5 bushels for the state.

In this new Ashland belt, Winter wheat has done even better than in the state at large. This belt has now excellent seed wheat of the pedigreed varieties, far superior to common strains. Tests at the Ashland station show that Backsa No. 408 yielded 51 bushels per acre, while the unimproved Kharkoff yielded only 34.1 bushels. The yields of Winter wheat at Ashland have been nearly double those of Spring wheat for seven years.

A new Spring wheat, Early Java, has been bred which yields well. This is expected to be used in

a rotation calling for wheat after corn, as seeding Winter wheat after corn is often impossible. This Early Java, not only yielded 19 bushels per acre on medium soil, but proved more resistant to rust and other diseases than Marquis and Durum wheats.

CONTRACT FOR FARMERS' GRAIN

The attorney for the Western Grain Dealers Association has prepared the following contract form for purchasing farmers grain. He calls attention to the fact that the contract must be signed by both parties, otherwise it is invalid. A verbal contract has no standing in law, so that the following or similar form should be used:

In consideration of the mutual covenants of the parties hereto and the payment of _____ dollars by the second party to the first party, receipt of which is hereby acknowledged, it is agreed by (seller) _____ herein called first party, that he has this day sold and does hereby sell to (buyer) _____ herein called second party, _____ bushels of good, sound, dry (Grade) _____ (kind of grain) _____ at the price of _____ cents per bushel and agrees to deliver said grain, now owned by said first party free and clear of all liens and incumbrances, at his own expense, to second party at _____, elevator in the town of _____ on or before _____.

In consideration of the foregoing the second party has purchased and does hereby purchase from the first party the quantity of grain hereinbefore specified, upon the terms above specified, and agrees to pay the first party therefor, at _____, Iowa, the sum of _____ cents per bushel when said grain is delivered. It is mutually agreed between the parties hereto that the word bushel as used in this contract shall be construed to mean _____ pounds, avoirdupois weight of the grain sold and each bushel shall be computed upon that basis and that any grain that is not up to the grade purchased is to be accepted and paid for at the market difference.

Executed in duplicate this _____ day of _____ at _____, Iowa.

Signed _____ Seller. Signed _____ Buyer.
In the foregoing contract the first party is the seller and the second party is the buyer.

HAZARDOUS CONDITIONS IN GRAIN ELEVATORS

Experience has demonstrated that conditions in and about a building may be such as to add greatly to the probability of fire, oftentimes allowed to remain unnoticed or possibly considered not important. This applies especially to grain elevators. The most common hazardous conditions in grain elevators are:

1. Opening or cracks to permit sparks to enter the building.
2. Window lights broken.
3. Doors, windows, or other openings unfastened.
4. Elevator legs rubbing so as to cause friction.
5. Shafting out of line.
6. Bearings not kept well oiled.
7. Dust and dirt accumulated in or about the building.
8. Oil soaked waste or cloths thrown about.
9. Gasoline engine on a floor of combustible material.
10. Gasoline supply in or too near the elevator.
11. Exhaust pipe not well protected.
12. Combustible material near engine or in engine room.
13. Electric wiring improperly installed.
14. Electric motors in very dusty location.
15. Electric motors in cupola not in fireproof enclosure.
16. Single phase motors not enclosed in fireproof room.
17. Electric fuses not in fireproof enclosure.
18. Stove and stove pipe not properly protected.
19. Chimney in unsafe condition.
20. Siding loose enough to admit lodgment of sparks.
21. Cob and dust house not kept cleaned out.
22. Weeds and rubbish allowed to accumulate on and about the premises.

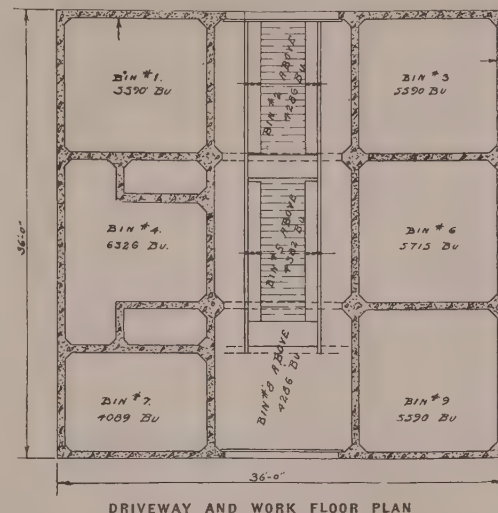
"We have personal knowledge of each of these conditions causing fire to be started in grain elevators. It is unsafe to permit any of them to remain," says President King of the Western Grain

Dealers Mutual Fire Insurance Company, of Des Moines, Iowa. "The exercise of the utmost care cannot entirely eliminate the danger of fire, so we suggest that a liberal number of approved, efficient, chemical fire extinguishers, be kept in every grain elevator."

WELL PLANNED COUNTRY HOUSE IN ILLINOIS

The Chicago and Eastern Illinois Railroad has always found its grain freight business out of Iroquois County averaging high among Illinois districts, and Cissna Park is one of the active shipping centers of that prolific county.

In 1918 the Cissna Park Grain & Coal Company



found one of its elevators inadequate to handle its share of the large amount of grain offered by the farmers nearby and dismantled the house to make room for a new elevator which would be better equipped to take care of the business. A contract was given to Ballinger & McAllister of Bloom-



NEW AND OLD ELEVATORS OF THE CISSNA PARK (ILL.) GRAIN & COAL COMPANY

ton, and early in 1919 the new house was finished. The house is of concrete and steel construction, with a capacity of 50,000 bushels. Every detail of the specifications was carefully supervised and checked to insure against fire and to provide the utmost efficiency in grain handling. All windows are glazed with wire glass; all doors are steel rolling shutters; the bootpit is waterproofed and the roof is fireproof.

The building is 36x36 feet on the ground plan and 105 feet high. The driveway through the center of the building is equipped with two dumps which handle either wagons or trucks. There are two elevator legs which discharge to any of the

bins, a wagon scale and an automatic scale of 2,250 bushels' capacity. Each of the legs has a capacity of 2,500 bushels per hour.

Power is derived from a 25-horsepower Type "Y" Fairbanks, Morse Oil Engine, direct connected to the main shaft. Rope drives transmit the power to the elevator head shaft and friction wheels give power to a five-car car puller. The engine and car puller are both in the basement.

The new house has nine separate bins, which is adequate for the varieties of grain received, particularly as the house is operated in conjunction with the 100,000-bushel, iron-clad elevator, separated from the new house by a shipping track. The Cissna Park company is in a splendid condition to serve its patrons to the best possible advantage.

CENTRALIZED PURCHASING OF GRAIN BY EUROPEAN COUNTRIES

The Department of Commerce recently announced the following situation with regard to controlled or centralized purchasing of grain, and in some cases other foodstuffs, in American markets, by European Governments.

In Great Britain the Royal Wheat Commission is in liquidation. Consolidated foreign buying of all food has been abandoned and individual merchants are now supplying the trade.

In France it is expected that Government purchasing will be abandoned by August 1.

The Italian Government is still buying principal grain imports and will probably continue through next year. At present negotiations are being carried on between merchants and the Government, and the basis of discussion being to allow merchants to buy 20 per cent of the imports and the Government to buy 80 per cent.

In Germany, consolidated purchase of the most important imported food supplies will probably continue throughout next year.

In Holland all control has been removed.

In Belgium, Government food purchases have ceased except in wheat and refrigerated meat, which will probably be decontrolled toward the end of August.

In the other minor states partial or full control of foreign purchasing will remain in the hands of the Governments.

Of the normal grain exports from the United States approximately 20 per cent are supplied to the countries which will continue consolidated purchases after the present harvest.

H. C. TAYLOR TO BE CHIEF OF BUREAU OF MARKETS

The Secretary of Agriculture announces the appointment of Dr. H. C. Taylor as chief of the Bureau of Markets and Crop Estimates, succeeding George Livingston who resigned under date of June 8. Dr. Taylor has been chief of the Office of Farm Management and Farm Economics for the last two and a half years. For some time the matter of bringing all of the economic work of the Department of Agriculture into one bureau has been under consideration. The first step was taken when the Bureau of Markets and the Bureau of Crop Estimates were combined, beginning July 1 of this year. While the Office of Farm Management can not be merged into this new bureau at the present time, the work of the two bureaus can be related to a considerable extent and some economies effected.

Because of the resignation of Mr. Livingston, this seems to be an appropriate time to begin the coordination of these two bureaus preparatory to merging them completely at the earliest possible date. The general purpose is to bring into one bureau the work the Department is doing in agricultural economics. Farm management and the marketing of farm crops are intimately related and it is believed that the combination of these three bureaus will result in increasingly valuable and efficient service to the farmers of the country. There will be no radical changes in the work of these bureaus as it has been going forward during the past year. Such changes as may be made in

the future will come as the result of painstaking study and investigation. G. W. Forster, assistant chief of the Office of Farm Management and Farm Economics, will be acting chief of that office.

Referring to stories which have appeared in several newspapers to the effect that George Livingston, formerly chief of the Bureau of Markets of the Department of Agriculture, was discharged because of antagonism to the Administration's reorganization program, Secretary of Agriculture Wallace said on July 9:

"There is no foundation for the statements which have been made concerning Mr. Livingston. His resignation was purely voluntary; it was not asked for. These stories do Mr. Livingston a gross injustice. In accepting Mr. Livingston's resignation I expressed the hope that he could so arrange his affairs as to remain with us for a time at least as a consulting specialist in marketing.

"Mr. Livingston made it plain that he selected July 1 as the time for leaving the Department because on that date the Bureau of Markets and the Bureau of Crop Estimates were to be consolidated, and he felt that inasmuch as he probably would be giving up Government work before a great while it would be in the interests of his Bureau and of the Department that the appointment of the new chief be made at the beginning of the fiscal year."

NORTH DAKOTA'S MILL AND ELEVATOR

We understand that the state officials of North Dakota have abandoned hope of being able to complete the mill and elevator at Grand Forks this year. Almost \$1,000,000 have already been spent and an equal amount will be needed to complete it. The ultimate completion of the work depends, it seems, on the drive to sell bonds.

Grand Forks pledged itself to sell \$1,000,000 of bonds to secure the location of the state mill and elevator. It seems that only \$230,000 in bonds were subscribed for, but the cash realized so far, amounted to only \$60,000, as payments have been slow owing to the hard times. The Bank of North Dakota has gone the limit in financing the project and can go no further unless the present drive to sell the state bonds in Chicago and New York is successful.

The state mill at Drake which was closed for some weeks, owing to a change of management, has been operating again, but only on part time. The mill is no longer selling flour on consignment, which policy cost the state about \$20,000. How much of the \$197,327.64 listed by the Bank of North Dakota as "cash items due from state and public corporations" is chargeable to the state mill at Drake, is a matter of conjecture. We doubt if anyone will claim now that this state enterprise has been a financial success. Business and Government do not seem to mix well.

WHEAT IN AUSTRALIA

The wheat crop of Australia has varied remarkably in the past dozen years. The current crop is estimated at from 130,000,000 bushels to 135,000,000 bushels and is the third largest yield recorded. Since 1910 the wheat crops have been as follows according to the Commonwealth Statistician:

Season	Bushels
1910-11	95,111,983
1911-12	71,636,347
1912-13	91,981,070
1913-14	103,344,132
1914-15	24,344,402
1915-16	179,065,703
1916-17	152,420,139
1917-18	114,733,584
1918-19	75,638,262
1919-20	45,883,600
1920-21	130,000,000

The Commonwealth Wheat Board handled all the wheat from 1915 on, owing to the extraordinary conditions occasioned by the war. All wheat was pooled under Government auspices. The shipments of wheat under this scheme varied from 97,813,000 bushels in 1915-16 to as low as 16,118,000 bushels in 1919-20. Of the present wheat crop, about 100,000,000 bushels, it is estimated, are available as exportable surplus.

THE DEPARTMENT OF AGRICULTURE AND THE GRAIN TRADE

The grain trade has had various impressions of the attitude of the Department toward the proposed regulatory measures, so that the following pronouncement by Secretary H. C. Wallace is of particular interest at this time. In his address before the Millers Mass Convention at Chicago, on June 30, the Secretary of Agriculture, after telling the accomplishments and plans of the Department, spoke, in part, as follows:

The duty of the Department of Agriculture is to promote agriculture in its broadest sense. Consequently, the Department desires to be of the greatest possible help to the producers and manufacturers both in the way of improving so far as possible the milling qualities of our wheat through better varieties, encouraging uniform grades, fighting weeds, rusts and other diseases which reduce the yield or lower the quality, as well as by doing everything it can to promote the orderly marketing of the wheat at the lowest possible cost, and by lending its assistance to the milling industry in improving milling methods and reducing milling costs.

In times past there has been a tendency upon the part of some farmers to look upon the people who handle the farmer's products and prepare them for consumption as business antagonists disposed to take every advantage of the producer. And also, there has been a tendency on the part of some handlers and manufacturers of food products to look upon the farmer as a man whose duty it is to produce grain and live stock up to the limit of his ability and, having produced them, turn them over to the nearest market at whatever price the buyer is willing to pay, and then go home and produce some more. There has been at times a tendency to resent any interest the farmer was inclined to take in the marketing of his products or in their manufacture.

We have been a nation of individualists, each disposed to look after his own affairs, depending upon his own efforts, and driving the sharpest possible bargain with the people with whom he had to deal. Gradually we are getting to have a more enlightened view. We are coming to see that our interests are mutual; that conditions which affect one will sooner or later affect all. The spirit of co-operation is growing. In every group there are some intensely selfish individuals who seek every advantage for themselves without regard to the interests of others; but the number of those who take the larger view and see that we are all brothers is growing steadily. And this is one of the most hopeful signs of the present time.

I conceive it to be the duty of the Department of Agriculture to render the greatest possible assistance not alone to the people who live on the farms, but also to the people all along the line who handle farm products and get them to the consumer's table, because only in that way can the Department hope to serve the Nation as it should. It is for this reason that the Department has taken an active interest in many things which affect the milling industry directly.

In recent months a few people connected with the grain trade have been quite critical of the Department of Agriculture, accusing it of reaching out for arbitrary powers, and with a design to exercise these powers to the harm of the grain trade. This criticism has been coincident with consideration by Congress of various bills dealing with the matter of future trading and with the general conduct of grain exchanges. The Department of Agriculture did not originate these bills. Such suggestions as we have made concerning them have been what we consider helpful suggestions.

Everyone who is familiar with the grain trade and with the making of prices of grains realizes, I think, that the present system is the best which has yet been devised. It is, of course, quite possible that sometime in the future a better system may be worked out; but until that is done anything which would tend to interfere seriously with the proper operation of the present system would be more harmful to the farmers than to any other group of citizens. It is unthinkable that anyone connected with the Department of Agriculture would knowingly do anything to cripple our open grain market or would continue in any relation that would be otherwise than helpful.

But while we recognize our present system as the best we know of up to date, everyone who knows anything about it admits that many abuses have grown up around this system. Everyone knows that at times it lends itself to manipulation of a decidedly harmful character. Everyone knows that at times powerful, selfish interests can depress grain prices to the great injury of the producer, and at other times can inflate prices to the equally great injury of the consumer. Everyone who knows anything about these grain exchanges must admit also that there are at times groups of hangers-on who serve no useful purpose. People who are most closely connected with the grain exchanges freely admit the existence of these evils, and announce their intention of doing away with them, if possible, thus offering a convincing argument in justification of reasonable Government supervision.

If the proposed law should be enacted and the Department of Agriculture is given supervisory powers over open grain exchanges, these powers will be exer-

cised in a constructive way with the sole purpose of doing everything possible to eliminate admitted evils and promote legitimate operations. It is highly desirable from every standpoint, that prices of grain should not fluctuate more violently than conditions of supply and demand and prospects of growing crops justify. In my opinion, the establishment of reasonable Government supervision would be most helpful in doing away with much of the violent criticism which has at times assailed the grain trade. It should tend to restore public confidence and give grain growers reasonable assurance that these price-making machines are operated fairly to all.

The administration by the Department of Agriculture of the many regulatory laws which have been put under it during the past 10 years ought to reassure those who are so fearful that it might unfairly use the powers delegated by this legislation. I think that practically without exception its administration of these laws has proved helpful instead of hurtful to all legitimate interests.

In conclusion let me put even more plainly the thought I have been trying to convey: So long as I am at the head of it, the policy of the Department of Agriculture will be to strengthen our scientific research along production lines, with a view to cheapening production, improving varieties of plants and breeds of livestock, promote knowledge of the best cultural methods, and do everything possible to enable our farmers to compete effectively with the farmers of the world and to grow an abundance of food for our own people.

In addition to this, every effort will be made to extend scientific research into the large economic field. It is highly necessary to the prosperity of agriculture and to the prosperity of the Nation, that we should market our crops efficiently and get them to the consumer at the lowest possible cost and with the least waste. Therefore, it will be the policy of the Department to co-operate in the largest possible way with every agency which has anything to do with the handling, the preparation and the merchandising of our farm crops in the form of food products.

We shall welcome every opportunity to co-operate with the millers in helping them to secure the best possible grades of grain for milling, as well as by helping them to improve their methods and enlarge their markets for flour. We shall co-operate in exactly the same way with the packers and with every other agency which has to do with the manufacture and distribution of farm products. We shall extend our work of scientific research into the processes of manufacture and of marketing both at home and abroad.

We are at the present time reorganizing the economic work of the Department, co-ordinating it and, I think, greatly strengthening it. As time goes on not only the millers, but all other groups and agencies which have to do with the preparation of farm products for food, should be able to get constantly increasing and efficient help through the Department. Our work will be of a constructive and thoroughly sympathetic sort.

Surely the time has come when everyone must see that there must be a far larger degree of co-operation between the various large groups in this country which have interests in common; and the effort of the Department of Agriculture—and I feel sure I can say the same of all other departments of the Government—will be, not to interfere with or in any way hamper legitimate business, but to help it in every way possible.

TO CONTINUE NEW ZEALAND WHEAT CONTROL

According to U. S. Consul General Alfred A. Winslow, this season has been fairly favorable for agricultural interests in New Zealand, notwithstanding the yield per acre for wheat and oats fell somewhat below that for last year. However, the grain is especially good and the total wheat output is somewhat above that for last year. The latest estimate for the wheat yield in Canterbury is 28.63 bushels per acre, with the average of the whole Dominion at 28.52 bushels, compared with an actual yield last year of 32.66 bushels. The acreage sown was materially above that sown the previous year, and the approximate yield will be 5,975,000 bushels, as compared with only 4,559,934 bushels for the 1919-20 season. The estimated yield of oats for 1921 is 33.86 bushels, compared with 38.75 bushels last harvest, the approximate yield will be 5,520,000 bushels, as compared with 6,967,862 bushels last season.

New Zealand wheat growers have asked their Government to continue the guaranty that the price of wheat for the next season shall be the same as that paid during the present season, namely, \$1.76 per bushel for Tuscan, \$1.82 for Hunters, and \$1.88 for Pearl. If the guaranty is not forthcoming, the wheat growers say, it is not likely the same acreage will be sown this year as last year, which means that they must go into the open market for

more wheat than they will be compelled to buy this year—about 2,000,000 bushels, according to the best advice now obtainable.

The Government still proposes to control the wheat distribution in the future, and regulations have been promulgated that make it unlawful for any person to offer or agree to purchase, whether as principal or as agent, save under permit issued by the Wheat Controller, any wheat of the harvest of 1920-21 in New Zealand. The Wheat Controller may impose such terms and conditions as he thinks advisable and permits may be granted or refused at his absolute discretion.

GEORGIA ADDS TO ITS ELEVATOR CAPACITY

Slowly but surely the Southeast is making its way as a grain producing section of the country. It is largely a matter of education, for cotton and tobacco have been the staple crops for so long that farmers hesitate to venture into new fields.

Last year Dr. C. H. Kittrell of Dublin, Ga., organized a group of farmers of Lawrence County into a Farmers Cooperative Association with about 500 members and a contract was let for an elevator with the Brandon Construction Company. R. L. Moore of that organization designed and built the house and subsequently went into business for himself.

The elevator is of wood construction and has a capacity of 30,000 bushels, divided among 12 bins.

rye last month. A good yield was made and it was almost 30 days earlier than any other variety of rye raised by the company.

WATCH YOUR STEP, FARMERS!

BY EARLE W. GAGE

Sherman J. Lowell, Master of the National Grange, is a resident of my own county, and of course, I know him not alone from observation at close hand, but also from his works. Some say that "Sherm" is an ultra-conservative; others that he is "aloof," but those who know him best, judged after years of careful consideration of the big things he has put across in behalf of agriculture, appreciate that in the long run, men of the caliber and make-up of Mr. Lowell succeed. Also, that they are safe and sane leaders for farmers.

The Grange has left behind it a string of wrecks of various co-operative ventures, which in those early days of the order completely wiped out this great order in sections where men lost through insane desire to "bust trusts," and to beat the world with a plowshare. Mr. Lowell fully appreciates this past record of the Grange, and today sends a clarion call to farmers everywhere to keep their feet on the rock and their eyes on something beside the moon and green cheese dreams.

The following message was recently sent to the members of the Grange throughout the United States, and the words of caution which Mr. Lowell gives in this message have more than passing in-

ing, such organizations rush into co-operative projects that look inviting on the surface and which can be worked out splendidly on paper, all unmindful of the experiences of the past, with wrecks of co-operative failures strewn down the pathway of history.

Lured by the promise of something new, the appeal for all sorts of co-operative undertakings is meeting enthusiastic response, with the result that in many localities farmers are rushing into some of these schemes without adequate knowledge of either the feasibility or the safety of the undertaking. Catching the flush of the times, some of our Granges even are showing a tendency to follow the crowd, even in states where hasty action would not be expected. If the run-away (for the movement is fast approaching the dimensions of one) continues to gather momentum, it is just as certain as the rising sun that there is going to be a mighty crash bye and bye, with consequent disaster for many involved in the movement.

That wisely-managed, adequately-financed, properly-safeguarded business enterprises should not be undertaken in the farmers' interests, and in many cases by the Grange, is not my meaning at all—these all have their place as a legitimate part of the work of our order, and entitled to all possible encouragement because they serve the American farmer in the directions of practical advantage; but even these have their limitations and must always be regarded as secondary to the higher purposes of our order. The present warning is directed against the mushroom ventures that have been born so rapidly the past 18 months, promising everything to everybody, winning the farmer's confidence and taking his money—only to yield him disappointment and bitter regrets in the end. This is a very real danger to American agriculture, and unless the seriousness of it is immediately recognized and checked, there are troubles ahead for the farmers, far beyond what they have yet seen.

I do not want to be misunderstood in this matter.



PLANT OF FARMERS CO-OPERATIVE ASSOCIATION, DUBLIN, GA.

This is none too many, for corn, wheat, oats and rye are handled, and in addition peanuts and velvet beans are prepared and marketed through the house, the company having hay sheds, a storage warehouse, and a large corn crib adjoining the elevator.

The elevator is equipped with a Western Corn Sheller of 800 to 1,000 bushels' capacity and a Western Gyrating Cleaner made by the Union Iron Works; a wagon dump; an automatic scale; all steel spouting and a spout distributing system from the elevator head; and an automatic sprinkler system.

The power is furnished by a 50-horsepower Fairbanks, Morse Motor with a rope drive of over 325 feet in length.

During the first year a comparatively small amount of grain was handled, as the acreage was mostly in cotton. But the prices for the grain, beans and peanuts were so favorable compared with former times and compared with cotton, that this year the grain acreage has been materially increased and it is expected that the plant will have a good season. President Kittrell of the company is much encouraged with the prospects and his enthusiasm over the venture is unbounded. The cotton acreage throughout the South has been curtailed by about 20 per cent and the Southeast is far better able to take care of its requirements in feed grains than ever before.

ROSEN rye is finding favor in Canada. The Noble Foundation, one of the largest farming companies in that country, cut 2,500 acres of Rosen

terest to business men as well. Mr. Lowell resides at Fredonia, N. Y., and is of the same family as the famous New England literary genius of the past generation; Lowell, Mass., was named after this historic family.

The message to the Grange follows:

It sometimes becomes as much the duty of the National Master to sound the word of warning, as to speak the message of cheer and while he would always prefer to devote his monthly message to the latter, there are times when, for the highest good of the order, the warning note must be sounded.

For years efforts at business co-operation among the farmers have been carried out, with varying degrees of success, in the undertaking to group farmers for the co-operative purchase of supplies chiefly; to a lesser extent in the marketing of their products. Some of these co-operative projects were local, others county and state-wide. Where favorable conditions existed and wise management directed, these undertakings worked out well, saved money for the farmers, and some of them are still doing so. In more cases failure resulted, usually with disastrous consequences to the farmers themselves. The story of co-operative business among farmers is a checkered one in this country, with apparently a great deal yet to be learned by those who embark upon such ventures.

Just now a wave of these enterprises among the farm people is sweeping the country and I am almost startled by the intensity of it, cropping out in all sections, because I know there is a good deal of the two-edged sword business about it, and lots of danger ahead for the Grange if we rush into co-operative projects too fast and furiously. The present furore is due largely to the entrance upon the stage of new farm organizations, that are enrolling farmers by the thousands, collecting good-sized membership fees from them and promising a great many benefits to agriculture that conservative, slow-going folks are thinking will be difficult of performance. Eager to make a show-

I have only one great desire within my heart, and that is that the Grange shall perform its service for the American farmer so wisely, so thoughtfully and so bravely that it shall never lose his confidence, and shall therefore be able to continue serving his highest interests. Competition in farm organization just now is mighty keen and we are going to see many dangerous experiments attempted because competition drove that way; but the greatest danger ahead for the Grange, as I see it, lies not in the likelihood of its being overwhelmed by competing organizations, but rather from its own yielding to the temptation to adopt some of the very tactics its competitors resort to.

How other organizations shall conduct their affairs, or upon what projects they encourage farmers to embark, is not our concern; but it is tremendously our business to prevent the Grange, anywhere and everywhere, from embarking upon doubtful financial ventures, certain to lead to failure, loss and chaos, if past experience is accepted as any guide whatever.

Lest the Grange shall begin making promises to the farmers of financial benefits it cannot fulfill, thereby destroying its influence and working its own ruin, just as the early Grange did in the years gone by, is the reason for this earnest, serious word of warning from your National Master, in the midst of the dangerous drift of the times. These are the honest convictions of one farmer, speaking to his fellows, through the most effective and genuine organization of farmers that the world has ever known.

SIXTEEN hundred grain elevator operators in Chicago went on strike July 1, rather than accept a 20 per cent wage cut.

THE Minnesota State Board of Grain Appeals has readopted the Federal grain standards for the state. The state legislature authorized the return to the old state grades but the Board thought better of such an action.

Feeds As a Side Line

A Profitable Adjunct to the Country Elevator Business Overlooked By Many Grain Dealers

THE many local grain elevators scattered over the country are in a particularly fortunate position to serve the surrounding trade well by supplying them with a high grade of ready-mixed feed of a number of good kinds on the market. There seems to be a lack of appreciation on the part of a great number of local grain elevators, of the importance of prepared or mixed feeds. That there is a distinct benefit in using scientifically mixed feeds over the plain ground kind is proved by the tremendous growth of the mixed feed business, which is evidence of its sound principles and proof of the economy of feeding such feeds of the proper mixture.

While the present time is, of course, the slack season in retailing feeds, it is just the time for the elevator man to canvass the farmers who deliver grain to him and learn their requirements for the fall and winter. Then he can stock up intelligently to meet the coming demand.

In a great many sections the creameries are alive to the fact that the dairyman, when delivering his products to the creamery, in a great many instances, carries his feed on the return load, and appreciates service on the part of the creamery by having feed on hand, which eliminates the necessity of his shipping it in, or using up considerable time in obtaining it before he can return to his place. It seems that the local elevator can perform the same or a superior service to the farmer through his superior knowledge of grains and their combinations to make the most effective feed.

In the cotton-growing sections of the country, the large planter has found it economical and beneficial to the stock to furnish his tenants with a high-grade of prepared feeds, and there is no reason why grain elevators cannot carry an assorted lot of prepared feeds for milch cows, horses and mules, hogs, sheep and poultry, or whichever of these is mostly raised in the neighborhood. Farmers of the country are beginning to realize, through the efforts of mixed feed manufacturers, that prepared feed is not only economical, but by far the best for his stock. Of course, farmers have been feeding home-raised feeds for years, and to say that they have been killing their stock would be a folly.

But the idea is not so much that they are killing their livestock as that they are not getting the same results from home-raised feed as they would from properly mixed chows. As time goes on, progress is made in all lines—for instance, the automatic milker, automobile trucks, tractors and various other progressive steps which have been taken in a comparatively short time. Honest preparations, put out by reputable manufacturers, have for the basic reason for being offered to the public an improvement over the customary method of feeding stock. The first and foremost reason for a mixed feed being sold, is its thorough digestibility. Every stock feeder appreciates the fact that a big percentage of the straight grain fed, running into millions of bushels per year, is wasted.

This waste is altogether eliminated where a feed is thoroughly crushed and in a form that compels the animal to thoroughly masticate the feed before it can be taken into his stomach, and it naturally follows that he thoroughly digests every pound of feed given him. In the second place, to feed an animal a straight grain ration, day in and day out, three times a day becomes monotonous to the animal as it would to a human being. It therefore, becomes unpalatable and we all know that palatability is a necessary adjunct to digestibility.

Prepared feeds, therefore, are primarily manufactured to overcome waste, and also to induce thorough digestibility, thereby giving the animal the full benefit of every bit given him and, in the next place, to cause the animal to enjoy his feed by making it palatable for him.

There has also been a large advance made in the method of feeding poultry. Eggs, at the price they are, encourage the farmer to nurse and cultivate

his laying hens as he would his dairy cow, and we all know that on the farm poultry hens have been neglected to a great degree.

Scientifically prepared feeds are the answer to many perplexing problems, and they are the result of many tests and experiments on which thousands of dollars have been spent to perfect a feed that will meet the requirements of a hen in the winter, as well as in the summer. In the summer, the birds through instinct will forage the range and find the feed that is necessary to egg production, but in the winter, when the chickens are penned up, they are at the mercy of the feeder and, inasmuch as comparatively few of us have the time to make a life study of laying hens, it behooves us to accept the advice of those who have made it a business and given their whole attention to producing the very best feeds. Perhaps, if these mixed feed manufacturers would go a little more extensively into helping the farmer to understand how to combine their feeds with what he raises and would have to throw away, if not fed to his stock, it would help out some, but even as it is and with the help they are giving, it is highly profitable for the farmer to use any one of a number of good brands, and he is certain to be appreciative of any efforts the country miller or elevator owner might make to inform and supply him.

Many things can be said about dairy feed. Everyone has his own idea, and some prefer to mix it themselves, while others prefer to buy feed properly prepared by some mixed feed manufacturer. A properly prepared dairy feed, mixed by a reputable manufacturer, is the cheapest in the long run, inasmuch as a plant equipped to mix feed in large quantities can easily prepare it much cheaper than anyone that is mixing for a small herd of dairy cows. The manufacturer also is in a position to get the proper materials, graded up as they should be graded, and properly mixed.

Farmers generally have a smattering of what is essential in a dairy feed, but only too often they over-balance on one chemical nutrient and under-balance on the other. Also, in many cases they overlook the fact that the system and body of the cow must be taken care of, as well as milk production. In other words, they will endeavor to over-feed a nutrient that they have been given to understand is essential to the production of milk, and overlook the fact that if the cow is not in perfect condition, milk production cannot be obtained, regardless of what is fed. It, therefore, is necessary for the farmer to be careful to see that the cow is in a perfectly healthy condition before feeding a highly concentrated feed that has for its purpose only the production of milk.

As this gospel is being more spread over the country, methods of distribution must be improved, and it follows that grain elevators fall right in line and should be the natural distributing points for local communities, especially catering to the farmer that is furnishing them with the goods to fill their elevators. It would be well for all grain elevators to take this proposition under advisement and investigate its possibilities thoroughly, taking advantage of the opportunity they already have in the way of location and prestige, to get a sound footing in a business that is coming up over the horizon in leaps and bounds. It is to be hoped that all elevators will recognize this new development, and take advantage of it before it is too late and they find this business going to some other line of business instead of to themselves.

The foregoing details regarding the advantages of prepared feeds, and of their superiority over local ground chows, are given here, so that the elevator manager may acquaint himself regarding its benefits, and be in a position to consider whether he wishes to go any further in his investigation to determine whether he can handle mixed feeds as a side line profitably.

Unless the farmers of his community have already

been informed, there is the possibility of their being suspicious of the innovation, and in that event it would be necessary for the local elevator owner to co-operate with the particular manufacturer whom he represents, and get his help in educating the farmers of his section to the fact that the production obtained far more than offsets any difference in price that may prevail. It may be difficult for them to see why they should bring in grain that they might feed to their cattle, and buy more expensive feed, but there is a very good reason, as can be readily proved.

It should be possible for almost any grain dealer to handle one of the numerous excellent brands on the market without the necessity of carrying an immense stock, and he will have the added advantage, that most of the manufacturers will co-operate with him in getting the proposition before the farmers and other users of his community. There is a tendency in all lines of business to handle as many kindred lines as can be carried to advantage, and it seems that the most ideal arrangement that an elevator owner could make would be to supply the farmers of the surrounding territory with an outlet for their grain, as well as a place to buy their feeds. If any reasonable effort is put forward to create sales and to familiarize the farmer with the fact that the feed is carried in stock, it should be possible for the elevator owner to make a fair profit, and at the same time be the means of making money for the farmer by providing him with feed that will enable him to increase his production without increasing the capital invested.

Much more could be said about the possibilities of prepared feeds and the wisdom of having the elevator owner include them as part of his business, but perhaps it is sufficient to add that the elevator man is benefiting himself by the increased sales and benefiting the farmer by providing him with a good and properly mixed feed for his cattle. As years go by, we continue to study into the whys and wherefores, and try to determine the best ways to do things, and there is hardly a more important thing to do than for the farmer to realize the difference between just ordinary ground grains and feeds, that have passed the inspection of an expert who devoted his entire time to perfecting the formula and to make it possible for the farmer to increase his profits by getting more milk, more eggs and better animals for the same expenditure of money, time and worry, and prepared feeds.

Of course, some of this business will go to the feed store, some to the general store and other sources of supply to the farmer, but there doesn't seem to be any good reason why the local elevator cannot also receive its share of the business, and the proposition it will get will largely depend upon what effort is put forward to get it. It would be a mistake to consider that the claims of these various manufacturers are merely sales talk, for it is possible to demand and receive proof at any time of the claims they make, and the elevator manager will do well to take up the idea further, with the thought in mind of benefiting both himself and the farmers who supply him with grain.

WHERE CORN IS RAISED

Corn is the great American specialty, certainly; for in 1920, out of a world crop of 3,760,000,000 bushels the United States produced 3,232,000,000 bushels. But other countries produce corn also. Of the 530,000,000 bushels raised outside the United States last year, Argentina is credited with almost half of it, or 258,000,000 bushels. There is a wide gap between Argentine figures and those of the third country in production, Italy, which is credited with 87,000,000 bushels. Hungary is next with 48,000,000 bushels, although before the war, Hungary raised 168,000,000 bushels. Bulgaria produced 40,000,000 bushels last year which is a large increase over the pre-war average. The Union of South Africa raised 43,000,000 bushels last year and Spain 25,000,000 bushels. Mexico, Roumania, British India and Egypt are all large producers of corn, although figures are lacking for 1920. The old average of Mexico was 165,000,000 bushels annually, and of Roumania 100,000,000 bushels. Only Argen-

tine produces as much corn as our principal corn states. All the outside world did not produce as much corn last year as Iowa and Illinois.

A MILLION-DOLLAR GRAIN CROP

BY WILLIAM G. ASH

What is said to be the largest yield in the world from a single individual enterprise was harvested last year on the C. S. Noble ranch, in Alberta, Canada. This greatest farm consists of 33,090 acres, of which 28,689 are under cultivation. And the crops harvested have a value of \$1,000,000, which is a far cry from a lone and almost financially depleted settler, who came to Alberta a decade ago and settled on a 320-acre farm.

To stand in the midst of a single field of wheat and see nothing but wheat as far as the eye can see; to see dozens of binders tearing through the greatest single stand of grain ever grown in the great grain provinces, is an experience not to be forgotten. The 9,000-acre wheat field was a veritable ocean of golden waving heads, worth a fortune.

Three years ago this immense sea of grain was bald virgin prairie, which yielded up its first big harvest with an average yield of between 25 and 30 bushels of wheat per acre for the entire field. Another field contained 3,310 acres, making a total of 12,310 acres devoted to wheat.

Then there is 2,290 acres in oats, 3,517 in rye, 70 in flax. The total wheat production was 307,350 bushels; 137,400 bushels of oats; 70,340 bushels of

with the Manitoba experiment station, to act as manager, though the real business decisions are made by Mr. Noble. Some conception may be gained of the cost of operating of this farm when it is known that the payroll for last July alone totalled \$16,000, while the expenditures involved in the 1920 harvest aggregated \$45,000 for labor and seed, plowing and seeding.

ORGANIZATION OF THE CHICAGO WEIGHING DEPARTMENT

The grain industry is so deeply concerned with the mooted weight difference problem, shrinkage, leakage and the like, that it will interest grain men throughout the field to know how the Chicago Board of Trade conducts its weighing department, how its organization is made up and what is its procedure. The following is abstracted from the recent address of H. A. Foss, weighmaster of the Board, delivered before the Traffic Club of Chicago:

1. Men meet the inbound cars in outlying railroad yards to inspect them and to record the seals; also to supervise repairs when necessary and to see that the cars are resealed after sampling.
2. Another force of men meet these same inbound cars when they are finally delivered to the elevators and industries for unloading, to inspect them again, to record the seals, to supervise the unloading, to see that the cars are swept clean at the unloading sinks, and that all of the grain in the cars is elevated to the scales for weighing. These downstairs men also inspect and look after the outbound cars.
3. Another force of men is stationed at the scales

to the extent of following cargoes of grain to unloading ports in both the United States and Canada and cars from initial shipping points to and from Chicago to destination unloading points. It has been found that this procedure has aided materially in eliminating causes for weight differences and resultant misunderstandings. In other words, it is the policy to go wherever it is thought that trouble may lie, whether at Chicago or some far distant point. For fear of misunderstanding it should be stated that until the Board is convinced beyond all question of doubt that the cause of any trouble is not at Chicago, the weighing department does not seek an explanation elsewhere.

11. It has also been the policy and practice to gather and disseminate information which it is felt will be of assistance in reducing causes for weight differences everywhere. Such data and information have been placed before the grain trade and before the carriers and scale manufacturers, both in circular and in pamphlet form, illustrated and otherwise.

Mr. Foss laid much emphasis upon the fact that the success of the weighing department depended to a great extent upon the co-operation of the high-grade, loyal and efficient assistants that constitute the working force of his department.

INDIA WHEAT CONTROL

The Indian Government has announced its policy as to exports of wheat in order to correct misrepresentations made in the native press. There seems to have been a great deal of misunderstanding regarding recent orders in connection with the partial opening up of the export trade from India. The natural inference is that India is not able to



PART OF THE 60 BINDERS OPERATING IN THE 9,000 ACRE WHEAT FIELD

rye—the total value of which was \$1,000,000. Sixty grain binders are used to harvest the crops on this great farm, for which nearly 300 horses are required. Mr. Noble breeds Percherons, and has two large pastures, one of 712 acres and the other of 3,680 reserved for his horse herds.

Almost a regiment of men follow the machines stooking the grain as it falls from the binders. In other parts, fall rye is being seeded, while here and there threshing machines are rapidly separating the rye crop which has been cut. A visit to the farm illustrates the gigantic scale on which operations are carried out. In the ordinary course of events, to market the grain crop on the ranch would mean a haul of some 25 miles, but to obviate this difficulty a granary with a capacity of 90,000 bushels was constructed in 1920 on the high land overlooking the Old Man River, which will reduce the haul by more than 15 miles. The structure is a long wooden building, which reaches from the top of the high bluff to within a few feet of the river bank.

A loading aperture at the top end is provided for the admission of the grain. It is drawn out at the bottom and conveyed by endless belt to the river bank where it is deposited in a lift, having a capacity of one ton, and is lowered to an aerial cable stretched across the river. From there it is conveyed to the bins on the low land on the opposite side where it is stored until hauled to Chin, a distance of eight miles.

Mr. Noble's operations are so extensive that he has employed a special expert, formerly connected

to be sure that the weighing of the grain, inbound and outbound, is correctly done and the true weights placed on record.

4. There are scale inspectors, and a complete scale testing and sealing outfit to see that the scales used are maintained in accurate and good working condition.

5. A force of district, itinerant superintendents makes it a duty to see that the rules and regulations adopted for the guidance of the weighing department, its employees and elevator operators, are enforced, and that the employees of the weighing department fulfill their duties.

6. The Board maintains a special agents' department, whose duty it is to look after conditions in the railroad yards where grain cars are stored, with a view to reducing grain stealage to a minimum.

7. A custodian department is maintained, the functions of which are to protect the buyers of the grain during the process of transferring the title of the grain, and to protect the banks and others who may loan money on the grain, either in the car or after it is stored in custodian elevators. Under the custodian rules, grain cannot be shipped out of an elevator until it has been paid for, all of which necessitates the registration of all grain handled in custodian houses.

8. There is a force of grain estimators whose duty it is to determine the quantities of grain in Chicago elevators by measuring the grain in each elevator bin. The purpose of this estimating is to check the quantities called for, not only by the records of the weighing department, but also the records of the state registrar, and called for by outstanding public warehouse receipts.

9. The office force compiles the information gathered by the Board's outside forces, which information they transmit to the parties at interest on suitable certificates provided for the purpose.

10. For the good of the cause the Board has taken upon itself the duty of outside investigations, even

spare any grain owing to her own shortage and has had the effect of keeping up prices in India which was not justified by the actual conditions of things.

There is much wheat lying idle in India owing to the crop of 1920 estimated at 10,900,000 tons, or 2,580,000 tons beyond the average yield of the years previous. The total annual consumption of wheat in India itself is only 8,060,000 tons, so that there is available from these figures more than 2,000,000 tons not required by the people. The government has decided not to let the entire amount go out, but will permit 400,000 tons to be exported.

QUEBEC AS A WHEAT PORT

The Quebec *Telegraph* says that an experiment, which, if successful, will put Quebec on the map as a wheat-exporting port and as a distributing center for pulp, is to be shortly tried by a well-known Canadian shipping company. The plan is to ship wheat from Georgian Bay ports to Quebec, by small boats which can negotiate the canals between Port Colborne and Quebec and reship to the Atlantic boats at Quebec. Arrangements are being made for return cargoes of pulp. In this way there will be a double revenue from the boats, whereas if they ran to Montreal it would be practically impossible to get a paying return cargo.

ARGENTINE corn crop this year is estimated at 5,853,000 metric tons. Of this amount 3,978,000 metric tons will be available for export.



Published on the Fifteenth of Each Month
BY

Mitchell Brothers Publishing Co.

OFFICE:

Manhattan Building, 431 South Dearborn St.
CHICAGO, ILL.

A. J. MITCHELL.....Business Manager

Subscription Price - - - - \$1.00 per Year
English and Foreign Subscription 1.75 " "

ADVERTISING.

This paper has a large circulation among the elevator men and grain dealers of the country, and is the best medium in the United States for reaching persons connected with this trade. Advertising rates made known upon application.

CORRESPONDENCE.

We solicit correspondence upon all topics of interest connected with the handling of grain or cognate subjects.

Official Paper of the Grain Dealers National Association and of the Illinois Grain Dealers Association

CHICAGO, ILL., JULY 15, 1921

GRAIN MOVEMENT AND PRICES

A CAREFUL analysis of the world's wheat shipments and the price of wheat was recently made by W. S. Evans for the *Winnipeg Grain Trade News*. In this comparison of wheat exports for the 10 years previous to the war with prices at Liverpool, upon which all export grain business is based, he shows an almost constant reverse parallel. In the years of large exports the price is low; in meager export years the price is high.

This would seem to controvert the theory of supply and demand, until we recall that there are many substitutes for wheat and unless the price is in proper relation with other commodities, consumers eat other things than wheat bread. Potatoes, rye bread, rice, corn and oatmeal are all substituted if the wheat price is out of line. In the 10 years, 1904-5 to 1913-14, there is a difference of 180,000,000 bushels between the highest and lowest world shipments during a crop year. This shows, therefore, that demand has followed price rather than the other way about, and it sets at rest any theories that we could fix an arbitrary price in this country and get away with it. The foreign countries would simply cease buying our wheat, and if they could not get a supply elsewhere they would eat other things, and we would soon have a distress surplus that would swamp the growers.

In our present situation, however, the analysis provides a bullish view for our wheat market this year. The present price of wheat, even on the basis of the purchasing value of a dollar, is no higher than before

the war, and on the basis of the wartime de-based dollar value is much lower. So that if the law of averages is in working order we may look for a certain outlet for all our surplus and at a fairly good price. Against that view is the handicap of foreign exchange and the fact that European countries are on a basis of strict economy; but, on the other hand, Europe appreciates the relative value of wheat bread more than we do, and it is thoroughly tired of the substitutes which it has been forced to use for so many years. The export business will not stand inflation but it will bear up well at fair prices.

WANTED—MORE ELEVATORS

MANY of the terminal markets in the country, at the beginning of this new crop movement, find themselves cramped for elevator room. They are all in much the same predicament and the situation at Chicago may be assumed to be fairly typical. With the exception of the Northwestern Elevator, which was recently damaged by a dust explosion, no new elevators have been built for years, and several have been torn down as they had outlived their usefulness. Within the last 20 years grain acreage in this country has about doubled, with the corresponding increase in production. Elevator capacity has not nearly kept pace with this increase and the result is showing now in congestion.

For two weeks the Directors of the Chicago Board of Trade have been considering the storage problem, but a complete solution has not been found. Under an emergency rule cars and boats can be declared as regular storage, but the State Public Utilities Commission will not license either for that purpose. The only permanent solution is more elevators and Board members are fully alive to the necessity. While new structures could not meet the present emergency, there is little likelihood that another year will see the terminals in such a condition. An early and effective program of building is a crying need on most of the markets of the country.

TINCHER BILL AMENDED

THE Tinchler Bill has been reported out of committee and is now before the Senate with amendments which provide for regulation of private wires except to contract markets, and also to permit farmers co-operative associations to become members of boards of trades. There is little doubt but that the bill will be passed by the Senate and will then go to conference to take care of the amendments.

So far as the country trade is concerned there would be no great sorrow if the private wire amendment were incorporated in the bill. While the private wires are an extension of the service performed by terminal market houses and have proved a great convenience in many legitimate transactions, still it is generally felt that the harm done by the abuse of the private wire far outweighs the benefits of its use. In the small towns where this abuse originates, practically

all the people who would have occasion to use the wire are personally known to the representative in charge. His willingness to accept commissions from every Tom, Dick and Harry who wants to play the market just as he would bet on a horse race, has given rise to more abuse of the exchanges than almost any other cause. The agent could have controlled this business, but he did not, so he has blackened an entire useful agency by his eagerness to make a showing with his house.

The co-operative memberships, on the other hand, should not be permitted unless every loophole for pro-rating profits or giving rebates has been eliminated. Not that there would be great fear of there being excessive profits in the co-operative terminal houses, but it would sound big as a talking point for promoting business and would give the co-operative organization an undeniable advantage over other houses.

We hope this matter will be disposed of in conference, for everyone in a position to know seems to feel that the bill will pass in some form.

PUBLICITY PLUS

THE campaign of education determined upon by the mass convention at Cincinnati last month is already well under way. The grain trade has been too slow in taking up this work and as a result it will cost far more to do it now than it would a few years ago, and moreover it will have to be done quickly and on a large scale, instead of being spread over a longer period as it could have been had it been started earlier. But the facts remain as they are, and a quarter of a million of dollars will be called for to carry on the work. It is up to the trade to respond quickly and generously to the call for funds for the entire marketing structure is in danger and no one can escape in event of failure.

The work is to be on a strictly economic educational basis. Unfortunately the point of attack will have to be the economic fallacies brought forward by the U. S. Grain Growers, Inc., so that the publicity of truth will appear to be, and in fact will have to be, in the nature of an attack on that organization. As a matter of fact the grain trade has no quarrel with the Grain Growers any more than with any competitor for the business of handling the farmers' grain. But the grain trade and every other line of business in the country has a quarrel with the effort to promote socialistic principles in our Government and in our business practices, and resents the attempt to obtain class legislation of any kind.

Fortunately, for the sake of the campaign, the principles upon which the grain growers have organized and the statements they have made regarding the methods of the existing exchanges are demonstrably false. The honest, fair minded farmers of the country can be shown the falsities if they can be reached at once, but it will take publicity-plus, to do the work in time. The country press, too often ignorant and anxious only

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to curry favor with its farmer patrons, is full of outrageous statements and theories against the exchanges and the grain trade in general. State legislatures and even Congress itself is loaded with demagogues who would wreck any business organization to insure votes for themselves. These elements will have to be met and conquered and if anyone imagines it is going to be an easy job he is mistaken. The publicity work is in good hands, however, and they will put it across if the grain trade will do its share.

THE REIGN OF PRIVILEGE

SPECIAL privilege, which has been the target for reformers for a generation and against which the erstwhile Bull Moose party shook its horns in challenge, has been taken over as a rallying cry by its former enemies, the farmers. Now an agrarian bloc has been formed in the U. S. Senate of Senators from the Western and Southern States, whose purpose it is to form a voting unit to control legislation relating to farmers' interests. Bills to control the packers and the grain exchanges received the first attention of the bloc, and they will support collective bargaining, and making exception of the farmers' organizations in the anti-trust bills. In short a special class has been thrust on our political system, and class consciousness in national legislation is a step toward the disintegration of our system of government.

It remains to be seen whether the House also forms an agrarian group, and if it does why not a union labor group, this would partially offset the agrarians as they would be opposed on most issues; a retailers' group; a professional men's group made of doctors, lawyers, teachers, etc.; and a clerical workers group. In fact the possibilities are endless for turning our chief law making body into a factional battle ground, fighting for selfish class interests instead of for the welfare of the country. Statesmanship will cease to be even a theory, and the way will be paved for the greatest chaos the country has known.

SURPRISES IN CROP REPORT

THERE were several surprises for the trade in the Government crop report for July. The estimated deterioration in condition of Winter wheat in June was only seven-tenths of 1 per cent, or a loss of 4,000,000 bushels. Private reports a few days previous had estimated Winter wheat condition 2½ per cent lower than on June 1, or a loss in yield of 16,000,000 bushels. On the other hand, private reports had indicated a loss of only 9,000,000 bushels in Spring wheat, while the Government report shows a loss of 16,000,000. The wheat crop on July 1 indicated 574,000,000 bushels Winter wheat and 235,000,000 bushels Spring, a total of 809,000,000 bushels.

Corn shows a condition of 91.1 and a forecast of 3,123,139,000 bushels, only 110,000,000 bushels less than was harvested last year and 325,504,000 bushels above the five-year average. Oats promises a yield of 1,329,000,000 bushels, 197,000,000 less than last year and with prospect of further serious

deterioration due to heat and drought. The rye crop promises 70,000,000 bushels, or within 1,000,000 bushels of last year; and barley is 18,000,000 bushels less than in 1920 with an indicated yield of 184,000,000 bushels.

Perhaps the greatest surprise in the report is the estimate of wheat remaining on farms July 1, 54,435,000 bushels. This compares with 47,620,000 bushels last year, and including flour, suggests a carryover this year of 100,000,000 bushels or 50,000,000 bushels less than last year.

Our wheat imports up to June 1 were 50,914,000 bushels, our carryover last year 150,000,000, and our crop 787,128,000 bushels, a total available of 997,042,000 bushels. Our normal consumption and seed requirements are 600,000,000 bushels. We have exported since August 1, 1920, 397,427,000 bushels, so that we have used 997,427,000 or nearly 400,000 bushels more than was available. There is no doubt but that domestic flour consumption has been below normal, but hardly to the extent of 100,400,000 bushels. The estimated farm reserves last year must have been considerably underestimated or this year's reserve overestimated. Perhaps a little of both.

A PREFERRED SHIPPER

THE bill offered to the Senate by Senator Norris, creating a Farmers' Export Financing Corporation with a capital of \$100,000,000, provides, among other things, that the proposed corporation negotiate with the railroads for reduced export rates on farm products. The bill was referred to the Interstate Commerce Commission, and Chairman Clark wrote Senator Norris as follows:

Apparently the only provisions of the bill which would modify acts with the administration of which we are charged are contained in section 18. The apparent purpose of that section, as we understand, is to authorize the corporation which the bill would create to negotiate with the railroads for reduced freight rates for the transportation of shipments in which the corporation is interested. In other words, it seems to propose to make the corporation, the capital stock of which is to be subscribed by the United States, a preferred shipper. I am authorized to say that we cannot indorse any proposal to make the Government, directly or indirectly, a preferred shipper when it is directly or indirectly in commercial competition with citizens who are attempting to carry on the same line of business. Individuals and firms have been engaged for many years in transportation and exportation of agricultural products, and it is difficult to see on what ground we could approve any proposal to have the Government, through a corporation or otherwise, set itself up as a competitor, while reserving to itself the right to have such preference in the matter of freight rates, as is unqualifiedly condemned by the law as between shippers and competitors other than the Government.

It is refreshing to have at least one public official take the stand that private business has some rights, but, of course, it is a blow to the agrarian bloc that any measure affecting the farmers should be objected to, regardless of whether or not it was legal or constitutional. As this proposed financing corporation is designed to fit in nicely with the plans of the U. S. Grain Growers, and, in fact, would become the export agent of the U. S. G. G., when that body procured its

desired monopoly of the grain business, the view of the Interstate Commerce Commission is particularly encouraging. We need a few more Chairman Clarks at Washington.

NOT CANNED

SECRETARY Wallace rises to deny the report that George Livingston, chief of the Bureau of Markets, was discharged for attempting to obstruct the reorganization of the Government departments now under way. Rather definite reports have been sent out by Washington correspondents, that Mr. Livingston had been organizing a powerful machine in the Department of Agriculture, with a nucleus in the regulatory power given his Bureau in the administration of the Grain Grades Act, the Cotton Futures Act, the Standard Basket Act, the Federal Warehouse Act, etc. This authority would have been considerably augmented by the pending Parker Bill and the Tincher Bill, so naturally the Bureau was for them.

The denial of the report by the Secretary of Agriculture will, no doubt, be accepted at its face value, but the credence with which the reports had been received shows the danger of bureaucratic government. In that form of legislation lurks an ever-present possibility of just such a machine as was reported. It is an open invitation for politicians to combine for the perpetuation and extension of their own offices and powers, at the expense of the general welfare. It is a constant temptation to ignore the principles of economy and efficiency in government for politics of the peanut variety. With scores of regulatory commissions, committees or bureaus now operating at Washington, it is no wonder that the public was credulous of the reports, and may be slow, even now, to believe that the denial is more than the usual departmental whitewash.

FARMERS AS LEGISLATORS

IF THE farmers could mobilize their resources they could control the country, the editor of the *Kansas Farmer and Mail and Breeze* thus starts on a new spasm of reform. "They ought to be the most prosperous class of persons in the world," he continues. "They ought to have two-fifths of the entire membership of Congress." And then he goes on to tell what they would do, such as lower interest rates; "take the great army of non-producers off the backs of the producers of wealth;" irrigate millions of acres of desert lands; reclaiming millions of swamp; abolish poverty; and establish lasting peace and plenty.

We might do lots worse than get a lot of successful farmers in Congress. But would the successful farmers go to Congress? They would not. They are too busy making money and too well satisfied with the feeling of accomplishment which each year of efficient industry brings. No. If the Kansas editor's agrarian policy were adapted the farmers who would run for office would be the failures, or those who believed they could get along with less work in politics than on the farm. We

have too many of that sort in Congress as it is, not dirt farmers, but farmer demagogues.

We have a pretty high regard for the good sense of the successful farmer, just as we have for the successful man in any calling, but to infer that because a man has followed a plow he is endowed with supernatural powers that would "establish lasting peace and plenty" to all, does not speak highly for the intelligence or the sincerity of the writer. It is just another of those silly attempts to play up to a class. But then this comes out of Senator Capper's farm paper, so what could you expect?

LIGHTNING STRIKES

TWELVE elevators are reported in this issue, damaged or destroyed by fire as a result of being struck by lightning. With protection so cheaply available for close to 100 per cent guarantee against lightning this record is remarkable, particularly as iron cladding with a well connected iron roof, if it is properly grounded, serves the same purpose as special rodding.

The elevator owners whose houses have been struck will probably protect themselves in the future with lightning rods, but there will be hundreds of others, no doubt, who will refuse to learn from the experience of others, and go their way until a bolt of lightning destroys their property and source of livelihood. And not only could their property be saved, but the yearly cost of insurance could be reduced materially. A credit of 10 cents or more is usually allowed by the insurance companies for this protection and the saving would pay for the safety installation in a comparatively short time. Just think it over, Mr. Owner. Does it pay?

GRAIN INQUIRY COMMISSION

THE Royal Grain Inquiry Commission appointed by the Canadian Parliament has been declared illegal by the courts. The Commission has been investigating the grain trade in the West for the past two or three months and has made the amount of trouble and accomplished the little good that such bodies usually do. Finally, however, the United Grain Growers and a body of about 40 dealers asked for an injunction restraining the Commission from further inquiry on the ground that the appointment did not conform to the British North American Act, which corresponds with our constitution.

A temporary injunction was granted and the court held that the Commission was illegally appointed. The dealers and United Grain Growers are thus relieved of the necessity of making their transactions public property. The latter body is particularly gratified, as the information derived from a former investigation was used for political purposes for years afterwards.

In our easy-going way we rarely stop to question the legality of similar commissions appointed by Congress, but it might prove interesting to review the legal aspects of some of our Government supervising bodies in the light of the United States Constitution.

EDITORIAL MENTION

World crop prospects have been lowered. But only Russia is liable to go hungry. - A nation cannot live on political bunc.

Wool production is now 93 per cent of pre-war normal, while consumption is only 70 per cent. We can't legislate high prices when people won't use products at a low price.

A commerce report from Australia states that Germany is paying from \$2.32 to \$2.43 per bushel for wheat in that country. Australia must be extending long credit at those figures.

The cry being raised against dollar wheat on the farms must make the old timers smile. It wasn't so long ago that dollar wheat sounded like the millenium. But times have changed.

A farmers elevator at Traverse, Minn., reported the largest business in its history last year, and still lost \$5,000. Perhaps this is one of the companies that regard future trading a sin.

Reports are current in the West that Japan intends to buy 100,000 tons of new wheat in this country. This is causing some worry to western millers, but the grain shippers are wearing a smile.

Labor is not a commodity but it complies with the law of supply and demand nevertheless. In the harvest fields this year there has been plenty of help available at from \$2 to \$4 per day, as against \$6 to \$8 last year.

The conference on hay grades at Chicago on August 3 may produce some fireworks. The grades are to be made so perfect and so satisfactory to all markets that it will be unnecessary for the Government to fix grades. No easy task for the conference.

The first bulk shipment of wheat has been sent from the new terminal elevator at Sydney, Australia. Wood is so scarce in that country that it cost in the neighborhood of \$10,000 to line the ship for the cargo. As the ship carried 166,000 bushels the cost was close to 8 cents a bushel for this item alone. Shippers are not enthusiastic over bulk loading.

The motor ship line from Duluth to New York has created more interest than any transportation innovation in years. The service will be extended to other lake ports as it proves its usefulness and economy. Grain can go to seaboard without breaking bulk. But the canal can't handle all our grain and the St. Lawrence waterway is still needed.

The State Board of Grain Appeals of Minnesota has readopted the Federal grades for grain, in spite of the fact that the Legis-

lature recommended a return to Minnesota grades if Secretary Wallace did not lower the grain standards. The resolution was not mandatory so the Board wisely refrained from imposing a dual system of grades on the state.

England and Italy have been our best grain customers this spring. In May they took about 17,000,000 of the 26,000,000 bushels of wheat exported. The 9,000,000 bushels remaining went pretty much all over the world.

A seed growers association has been formed in Canada with offices in Ottawa, to make regulations for the growing, selection, registering and standardization of seeds. Canadian grain is of high quality and its pedigreed seeds should have a wide sale.

Secretary Hoover's plan to make elevator certificates available to the farmers for credit, has stolen much of the thunder from the U. S. Grain Growers. The leaders of that organization are now complaining of Government interference with industry. Another ox is gored.

Japanese vessels are becoming a factor in the Pacific Coast grain trade to Europe, recently quoting a rate of 8 shillings under the Shipping Board rate. There is a great quantity of idle shipping in the world and rates promise to go considerably lower than at present.

There hasn't been much said about it as yet, but the financial situation is going to play an important part in our crop movement. Many available sources of credit are shut off this year, and shippers will be up against it for funds. Keep your eye on this as it may prove an important market factor.

A recent survey shows that North Dakota elevators average 12¾ bins each and 6½ bins are used for wheat storage. This is far too many. They need only one bin each for, according to the N-P Leaguers, all North Dakota wheat should grade No. 1. If it does not, the fault is with the grades, not with the wheat.

The \$50,000,000 livestock pool is now in operation, arrangement having been made with the Federal Reserve Banks to discount stock paper on acceptable terms. That sounds like a lot of money, but in proportion to stockmen's requirements is a drop in the bucket. Loans will be made for six months, but may be renewed, a necessity in most cases where cattle are concerned.

Hardy strains of Winter wheat are gradually being developed to withstand the severe winters of the North, and as the new strains are perfected the Winter wheat belt encroaches on the Spring wheat territory as the yield of fall sown grain is almost invariably in excess of that planted in the Spring. We have seen many changes in the various grain belts and the end is not yet.

E. P. McKenna
Chicago

NEWS OF THE TERMINAL MARKETS

N. C. Moore
Peoria

ELECTION AT INDIANAPOLIS

The annual election on the Indianapolis Board of Trade was held last month, at which Jos. A. Kehler was chosen as president; Harvey Williams and Tom Oddy, vice-presidents. Members of the Governing Board—Edgar H. Evans, Edward I. Evans, H. E. Kinney, William Scott, Fred E. Dickson, E. H. Darrah, B. Elsey, Jos. H. Taylor, Otto P. Deluse, Chas. E. Hall.

LOOK FOR READY OUTLET

There is a brisk market here now for oats, corn and wheat with buyers in a position to absorb a supply much larger than being supplied at this time. Our exporters are handling considerable grain which is leaving here via the lakes and judging from the present demand we look for a ready outlet here right along. Prices are governed by the factors ruling all markets.—*E. P. Bacon Company, Milwaukee Chamber of Commerce, Market Letter of July 12.*

EUROPE ENDS STATE PURCHASES OF GRAIN

Most European governments have stopped buying. Secretary Hoover thinks this kind of buying has had a depressing effect on our markets. He feels that purchases made by private parties in a competitive market will be better for us. British Royal Commission is in liquidation. They have around 45,000,000 bushels wheat on hand to dispose of, after which the trade in England will buy direct from our exporters. Government purchasing in France will be abandoned by August first. Italy will buy 80 per cent of her needs through the government and 20 per cent through private grain dealers.—*C. A. King & Co., Toledo, Ohio, From Special Market Report of July 12.*

WORLD WHEAT SUPPLY AND DEMAND

World wheat supply and demand statistics are none too reassuring. Droughty conditions are reported in France, Roumania, Russia and the United Kingdom, and the American and Canadian Spring wheat crop is struggling through the same conditions. Prices for the time being will probably continue very erratic following changes in new crop conditions. Although the world wheat supply for 1922 is definitely an unknown quantity, the promise to date nevertheless is better than last year, and barring further pre-harvest deterioration, therefore, the logical tendency for new crop deliveries is downward.—*Quinn-Shepherdson Company, Minneapolis, Minn. From Weekly Market Review of July 11.*

INTEREST CHARGES

The following rule covering "Interest Charges," has been adopted by a ballot vote of the members of the Toledo Produce Exchange. All the principal grain and seed markets have rule practically same as this one.

A.—On all grain, mill feed or seeds consigned to or bought by any member of this board, or any firm or corporation duly represented in its membership, and shipped to Toledo, subject either to Toledo weights or inspection, or both Toledo weights and inspection, the receiver or the purchaser, as the case may be, shall charge the current rate of interest from the date of payment of the draft, on any sum advanced on such consignment, or purchase; provided always, that the minimum rate of interest so charged shall be at the rate of 6 per cent per annum, to include the date of the weight certificate; provided, however, that in

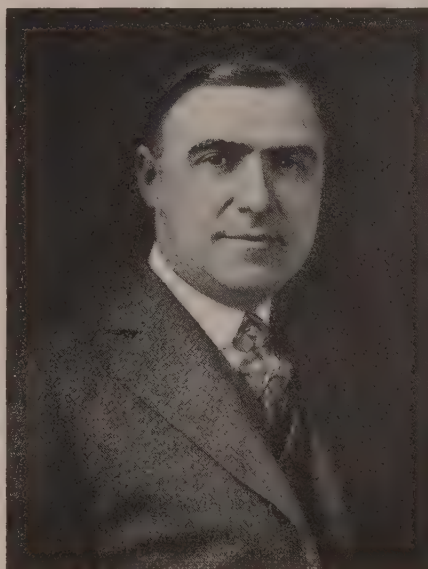
no case shall interest be charged beyond a maximum of five days from the date of inspection at Toledo.

B.—Section "A" of this rule will apply on all track grain, mill feed or seed traded in between the members of this board, or any firm or corporation duly represented in its membership.

WM. LEUBIN HEADS PITTSBURGH GRAIN AND HAY EXCHANGE

At the annual meeting of the Pittsburgh Grain and Hay Exchange held the latter part of June, the following members of the exchange were elected as Board of Managers: William Leubin, Alfred Lawton, Jr., Geo. E. Rogers, William Walton.

The following officers were elected at the organ-



WILLIAM LEUBIN

ization meeting of this body: President, William Leubin; vice-president, I. N. Daker; secretary, Alfred Lawton, Jr.; treasurer, John Floyd.

William Leubin, the new president, was born in 1880, and entered the employ of H. G. Morgan & Co., in 1895. He continued with that firm until the fall of 1898. For the next two years he was not identified with the grain business but in 1900 went with D. G. Stewart, owner and operator of the Iron City Grain Elevator, continuing with him as bookkeeper and salesman until April, 1905, when Mr. Stewart merged his business with that of Geidel & Co., as D. G. Stewart & Geidel. Mr. Leubin remained with that firm until November, 1914, when the partnership was dissolved. At that time he entered into partnership with J. A. A. Geidel, under the firm name of Geidel & Leubin, which firm is still doing a general grain and hay business. He has been a member of the Grain & Hay Exchange of Pittsburgh, for many years. He served on the Board of Directors at various times and was treasurer for one year and vice-president two years.

CORN SEASON STILL EARLY

From one angle the amazing 20-day failure of Northwest Spring wheat damage to lift wheat is a signpost. The wheat world to date has refused to debate seriously on the question of a moderate 1921-22 world export supply—has shown an embarrassing indifference, which on examination may be due to pure statistics.

An oats crop of 1,300,000,000 without a 100,000,000

export demand and plus a 100,000,000 old crop surplus may be enough. Corn and oats lack wheat leadership. They miss the brilliant advance which would certainly lift the coarse grains.

This hot summer threatens to grind its iron heel into corn crop prospects but the season is early. It is early. Spot corn conditions are "ample." The corn futures continue to fight cash corn conditions. Hogs have jumped to \$9.20 on small July receipts and complacency of the packer. Basis 50 cents for country corn and the 9 cents Chicago hog, the hog profits look very large and corn should be higher.

—*E. W. Wagner & Co., Chicago, Ill. From the Wagner Letter of July 12.*

GRAINS LOW ENOUGH

Oats shared in bullish feeling due to extreme weather, which will make a large percentage of chaffy oats. Our Joe Doering travelling through Ohio and Indiana says many places will not have half of normal crop. Government figures appear largely over-estimated.

Hay crop is short. Present promise is 30,000,000 tons under last two years. It means increased consumption of oats.

Grains are low enough. This does not mean that prices may not work some lower during the harvest movement, but with some of the crops still in the making we do not want to see farmers sacrifice their grain at extremely low prices when prospects favor higher prices later on.—*Southworth & Co., Toledo Ohio, Weekly Market Review of June 12.*

GOOD DEMAND FOR CORN AND OATS

The local market on wheat suffered a decline during the past week being the final readjustment between the old and new crop. Our market is now on a stable basis with local millers in the market for Winter wheat to a greater extent than they have been for months. New wheat is beginning to arrive from Ohio and think same is of excellent quality so far.

There is an excellent demand here for both corn and oats. The receipts have eased up somewhat and the demand can fairly be said to have overtaken the supply so far as track receipts are concerned, as this market during the past week has gained on the Chicago July future to the extent of 1 cent per bushel on both corn and oats.

Due to conditions which we have outlined in our previous letters, namely, the poor pasturage now existing in the consuming territory east of Buffalo and the poor crop and feedstuffs, that territory is raising this summer, we expect to see the demand for western grain in this market show a gradual improvement and we expect by the time snow flies that consumption in this territory will be pretty well back to normal.—*J. G. McKillen, Inc., Buffalo, N. Y. Market Letter of July 12.*

OFF GRADE CORN BRINGING GOOD PRICES

Receipts of corn the past week here have been quite light and values have been fairly well in line with other markets, taking into consideration the difference in freight rates favoring Peoria from a good many points. The demand here continued to be of an industrial nature and all arrivals have been well taken care of, notwithstanding the fact that the daily consumption at the moment is not large. We are unable to do any shipping business from here on account of the high all rail rates to the East, and until these are reduced to a competitive basis with lake and rail rates, we will be unable to do any shipping business from this

market. We wish to call attention to the fact that off grade corn, excepting poor sample, has been bringing much better prices here than in other markets. Country acceptances on bids have been light as well as advices of consignments. We look for a light movement of corn for some time to come on account of the fact that farmers will be busy harvesting, so we advise consignments to this market.

Receipts of oats have also been light, with values holding fairly well in line with other terminal markets. However, the demand for this cereal is limited. There is very little shipping business being done. Reports from a good many sections of the country are to the effect that the hot weather prevailing for several weeks past will no doubt curtail the yield of the new crop and most of the oats raised will be light weight.—*Mueller Grain Company, Peoria, Ill. Market Letter of July 12.*

S. M. RATCLIFFE

S. M. Ratcliffe senior, father of the subject of our sketch, was born near Canterbury, England, and marrying an English maiden, it therefore, comes about that S. M. Ratcliffe, junior, of Buffalo, N. Y., is of English descent. Not only does Mr. Ratcliffe look the part but he admits it. He also has very many of the characteristics of the Englishman, such as bull-dog tenacity when he holds on for the last eighth of a cent on consigned grain from some central territory shipper. In spite of all this, however, Mr. Ratcliffe is a loyal American and good grain merchant, in which business he has spent the whole of his life up to the present.

Mr. Ratcliffe was born in Buffalo, N. Y., May 22, 1862. His father reached Buffalo in the early part of the last century and later engaged in the grain business. When his son arrived at the proper age



A BUFFALO GRAIN MERCHANT

he took him into partnership, the firm being S. M. Ratcliffe & Son. On the death of his father, Mr. Ratcliffe continued the business under his own name. He has always been in business for himself.

Mr. Ratcliffe does a large commission business in wheat, corn, oats, and hay from central territory, Ohio and Indiana being the principal points from which he draws grain. He has chosen golf as his favorite recreation in his hours of leisure and is willing to meet any western amateur champion on Buffalo links and terms at any time. Mr. Ratcliffe was an attendant at the meeting of the Ohio Grain Dealers Association at Toledo last month, where the accompanying portrait was taken.

EXPORTERS BUYING WHEAT

The wheat market in St. Louis has been rather a broad affair for the last week or 10 days, or at least since new wheat started. Exporters have been in the market daily bidding for grain and today millers were in the market for the first time buying all of the No. 1 and 2 wheat they could get hold of. There is only about 15 per cent. of the receipts that are running No. 2 Red or No. 2 Hard, or better,

and probably 40 per cent of the entire receipts are running 4, so you see the market has a big load to carry in the way of low grade wheat. We look for contract wheat to sell at big premiums before the season is over. We rather expect to see the prices on these lower grades widen from present prices. Receipts are liberal and it looks as though we are going to have a heavy run of wheat for the next 30 or 40 days.

Corn has been rather slow, receipts small and the demand small. No. 2 White corn sold at 63 cents and the 2 Yellow at 59 cents today. Most of this White corn demand comes from small mills that have been running on very low stocks.

There is a fair demand for oats, but the supplies seem to keep coming all the time. The prospects for new oats are very bad. The few samples we have had in the market here have run only 22 to 24 pounds, very badly stained and weevily, and it looks as though it is going to make a very unsatisfactory crop.—*Elmore-Schultz Grain Company, St. Louis, Mo. Market Letter of July 12.*

CHANGES IN MEMBERSHIP

Baltimore.—A new member recently elected to the Chamber of Commerce is Emerson W. Clark, with John T. Fahey & Co., grain receivers and exporters. The membership of Charles J. Bolgiano has been transferred. Reported by James B. Hes-song.

Chicago.—The following have been granted memberships on the Board of Trade: Harry A. Morey, Mark C. Losch, R. E. Andrews, C. E. Campbell, Louis C. Seaverns and Geo. A. Rossman. These have had their memberships transferred: Eugene R. Pike, A. J. Carpenter, John H. Wilkins, Geo. S. Green, Jas. C. Rogers and C. F. W. Pfeiffer. Reported by Secretary John R. Mauff.

Duluth.—E. C. Rheinberger and T. L. Gibson have been admitted to membership on the Board of Trade. C. M. Case and B. C. Jennings have withdrawn their memberships on the exchange. Reported by Secretary Chas. F. MacDonald.

GRAIN STORAGE NEEDED

The attention of the Chicago grain trade has been directed to the fact that there is at present considerable shortage in regular grain storage facilities. A number of elevators have burned or been torn down in recent years and save for the Chicago & Northwestern Railroad Elevator no new large houses have been built in recent years. While rehabilitation after the big explosion last March is well under way, the plant will hardly be ready to receive grain this summer, which cuts Chicago's regular storage capacity nearly 25 per cent.

The directors of the Board of Trade have had the matter of the grain storage problem up for discussion in recent meetings of that body and on this subject President of the Board Jos. P. Griffin, recently said:

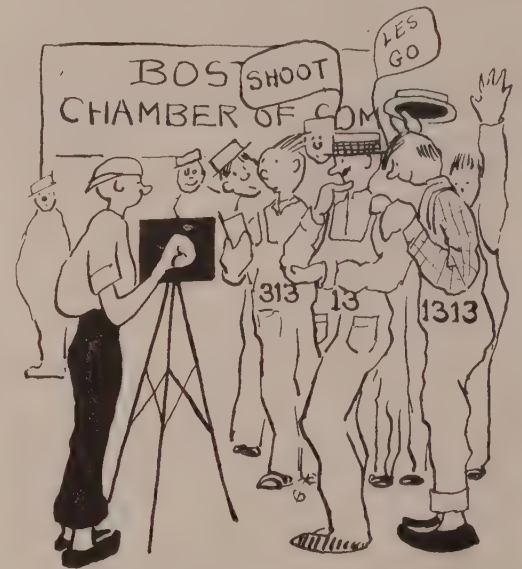
"The directors must act, yet they have little room to do so. Under an emergency rule we can make grain in cars, boats, or any kind of storage regular. But such action conflicts with the Illinois warehouse laws and the Public Utilities Commission will not license either boats or cars for the storage of grain, hence they cannot be made regular. Owners of private elevators refuse to have their houses made regular, as the movement of new grain is beginning and merchandising it is too profitable for them to give up their houses for regular storage. We cannot make houses outside of the city regular exclusively. We hope to find some way of obtaining additional storage today by procuring the use of some of the American Linseed Company and malting houses."

BOSTON CHAMBER IN ANNUAL OUTING

Upward of 500 members of the Boston Chamber of Commerce enjoyed this organization's annual outing June 28. The party assembled at noon outside the building, arrayed for the most part in white overalls, while the marshalls were arrayed in red overalls. Each member had his "number" marked conspicuously on his overalls, while fancy caps adorned the heads of many of the company. Before the procession started, it broke into the "movies" as actors in the "great photo-drama" en-

titled "Back to Normalcy." Hundreds of persons witnessed from the sidewalk, the Chamber of Commerce and adjacent buildings, the filming of the scenario, and no doubt formed their own opinions as to the dramatic "qualifications" of the participants. Billy B. Van, the comedian, appeared in the leading role and his efforts to become a member of the organization furnished the action. E. Fred Cullen, "president of the Boston Chamber of Commerce, Moving Picture Company" also took a conspicuous part.

Following the staging of the various episodes, the members headed by Filene's band paraded past the site of the proposed new Chamber of Commerce building on their way to Rowe's Wharf, where they boarded a special boat for the Pemberton Inn, at Hull. More scenes in the "great photo-drama" were filmed aboard the boat and upon landing. At Pemberton, the party engaged in sports of various kinds, including a regular baseball game and burlesque. At six o'clock dinner was partaken of in the midst of surprises and novelties. His



FILMING THE BUYERS AND SELLERS

Honor, Mayor Peters, was one of the marchers arrayed like his fellow members in white overalls, the regulation uniform. The Chamber certainly was on the "Move" all right!—*L. C. Breed, Boston Correspondent.*

TERMINAL NOTES

The Linten Christy Grain Company of Wichita, Kan., has opened an office in Oklahoma City.

The Green, Mish Company has succeeded the grain firm of Vernon M. Green Company at Washington, D. C.

The J. C. Lake Grain Company has succeeded the Iowa Grain Company at Des Moines, Iowa. J. C. Lake is president of the new company.

L. F. Hoyt, associated as vice-president for a number of years with Carhart, Code/ Harwood Company of Chicago, Ill., has withdrawn from that firm.

Joe Sutton and V. L. Wright have become associated with the grain and hay firm of D. O. Cross & Co., of Cincinnati, Ohio, and are representing the firm in central territory.

The New Orleans Board of Trade of New Orleans, La., has purchased property at the corner of Natchez and Board of Trade Place on which it plans to erect a modern exchange building.

B. C. Moore of the Moore-Seaver Grain Company of Kansas City, Mo., spent the early part of July on a vacation in the Pacific Northwest, visiting Yellowstone Park, and points in Canada.

The Milwaukee Chamber of Commerce, Milwaukee, Wis., recently voted to again establish trading in barley futures. New barley grades will be provided at the same time future trading is resumed.

J. L. Huber has taken over the offices formerly occupied by the Flanley Grain Company, 419 Security Bank Building, Sioux Falls, S. D., and will conduct a cash grain business under the firm name of Huber Grain Company. Mr. Huber is an

experienced grain dealer of the Northwest, having been local manager for the Flanley Company, connected with the Duluth Superior Milling Company and the G. W. Van Dusen Company of Minneapolis.

The A. C. Gale Grain Company, Cincinnati, Ohio, received the first car of new wheat to arrive at the Cincinnati market, on June 28. The wheat graded No. 2, tested 58½ pounds and brought \$1.34½ cents per bushel.

The Hall-Baker Grain Company of Kansas City, Mo., has opened new offices in Room 512 of Wheeler, Kelly & Hagney Building, Wichita, Kan. R. H. McClintock, formerly of Sioux City, Iowa, is manager of the branch.

Bank claims approximating \$611,000 against the Nye-Schneider-Fowler Company of Fremont, Neb., decided the creditors and officers of the company, June 30, to place the affairs of the company in the hands of a creditors' committee.

A. E. Reynolds, president of the Crabbs-Reynolds-Taylor Grain Company of Crawfordsville, Ind., has been elected a director of the Chicago, Indianapolis & Louisville Railroad, succeeding Samuel G. Muddock of La Fayette, who died recently.

Frank Hurley, former manager at Minneapolis, Minn., for the Shearson-Hamill Company of Chicago and New York, recently pleaded guilty to a charge of forgery and was given an indeterminate sentence to the penitentiary at Stillwater.

E. O. Moffatt of the Moffatt Grain Company, Kansas City, Mo., recently sold for \$10,000 a membership which he bought 30 years ago for \$25. The Moffatt Grain Company continues in business, having still two memberships in the Exchange.

Members of the New York Produce Exchange have made plans for erecting an additional story on the Exchange Building which will be used as club rooms and additional offices for service in connection with the executive work of the Exchange.

Geo. E. Newman, formerly with the Rosenbaum Bros., of Chicago, and more recently manager of the Chicago office of the Northern Grain & Warehouse Company of Portland, Ore., is now assistant manager of the Loudonville Mill & Grain Company of Loudonville, Ohio.

At the recent annual meeting of the Hutchinson Board of Trade of Hutchinson, Kan., C. D. Jennings was elected president; E. E. Shirdcliffe, vice-president. Directors are: C. C. Kelly, L. H. Pettit, M. E. Hinman, J. W. Vandever, V. C. Hibble, W. H. Hastings and Dr. J. N. Rose.

The annual meeting of the stockholders of the Farmers Terminal Elevator Company of Sioux City, Iowa, was held June 28. The following officers were elected: James J. Gill, Elk Point, S. D., president; C. P. Dowling, Ute, Iowa, vice-president; Geo. O. Strom, Sioux City, Iowa, secretary and treasurer.

The Plainview Grain Exchange of Plainview, Texas, recently elected the following officers: J. H. Hohlaun, president; A. B. Sealeach, vice-president; A. S. Cox, secretary-treasurer. Directors: Burton Thornton of Lockney, J. D. Quick of Lubbock, W. A. Porter of Tulsa, and B. C. Ayres of Plainview.

The J. Rosenbaum Grain Company of Chicago, Ill., has enlarged its general offices in the Postal Telegraph Building, Chicago, to afford space for a new customers' room. This new room is fitted with all the necessary appointments and occupies a portion of the southeast wing of the fourth floor of the building.

Edward A. Smith, formerly manager of the hay department for Max Blumenthal of Cincinnati, Ohio, has engaged in the hay business on his own account with offices in the Union Central Building. Mr. Smith has had 19 years experience in the hay interests at Cincinnati, and is well known in central and southern territory.

The annual stockholders meeting of The United Elevators Company with headquarters at Topeka, Kan., was preceded by a dinner given by A. H. Bennett, the president, at the Elks Club in that city on the evening of July 2, in honor of the attending stockholders. This company was organized in 1919, operates a line of country elevators

in the heart of the Kansas wheat belt, and specializes in supplying the big northern and eastern mills with dark Kansas Turkey wheat direct from its own country elevators.

By vote of the membership of the Minneapolis Chamber of Commerce—303 for and nine against—No. 1 Northern Spring Wheat was made the contract grade instead of No. 2 Red Spring. Under the amendment to the rules, No. 1 Dark Northern Spring is deliverable at 2 cents above the price for No. 1 Northern wheat; No. 2 Dark Northern Spring at 1 cent under; No. 2 Northern Spring at

3 cents under; No. 3 Dark Northern Spring at 18 cents under, and No. 3 Northern Spring at 20 cents under.

C. L. Johns, for many years traveling representative for the Rogers Grain Company of Chicago, in Iowa, Minnesota and South Dakota, and for the past two years connected with the Trans-Mississippi Grain Company of Omaha, took his former place with Rogers Grain Company July 1. He has his headquarters at Sheldon, Iowa, and will represent the Chicago commission house in his old territory in Iowa, Minnesota and South Dakota.

TRADE NOTES

The death of D. F. Parker, who has been representing the Hunley Manufacturing Company of Silver Creek, N. Y., in the Virginias and Carolinas, came as a shock to his multitude of friends in the industry. Mr. Parker, who died suddenly at the Ponce de Leon Hotel, Roanoke, Va., on June 14, had been in good health and his early demise is mourned by all who knew him.

The Gaw-O'Hara Envelope Company of 500 North Sacramento Boulevard, Chicago, Ill., has just mailed a large-sized folder to the trade which demonstrates in no uncertain way the facilities which the company has for supplying the business world with envelopes. A full size view of its mammoth plant is represented as well as interior views showing the process of manufacture. The folder states: "P. D. Q. Envelope Service means the very best that can be given in price, delivery and quality. Our customers know that it means even more than that. 'P. D. Q.' means an eagerness to please; it means doing the extraordinary thing to accommodate in emergencies; it means always living up to promises with promptness; it means envelopes that are satisfactory by every possible test."

The Link-Belt Company, of Chicago, Ill., has acquired all of the capital stock of the H. W. Caldwell & Son Company, and Frank C. Caldwell has been elected a director of the Link-Belt Company. Two experienced and successful companies in the conveyor world have thus joined forces, with the result that the Link-Belt Company has added two new lines, Helicoid Conveyors and power transmission machinery, to its line of manufactures. While the H. W. Caldwell & Son Company's plant will continue to operate under separate corporate existence and under its present name, the joint facilities of the two companies, and the broader avenues of distribution of the Link-Belt Company, ought to prove of distinct advantage to the customers of both. There will be no modifications of the policies of the Caldwell plant, no impairment of its service to its customers, no change in the diversity or character of its product. The plant management will remain substantially the same, and the new owners like the old will proceed on the theory that the good will of its customers is the company's best asset.

The Morse Chain Company of Ithaca, N. Y., is making very unique preparations for its exhibit at the Seventh National Exposition of Chemical Industries to be held at the Eighth Coast Artillery Armory, New York City, the week of September 12, 1921. The exhibit will include a large Morse Rocker Joint Silent Chain Drive with the washers of the chain removed from one side and a revolving shutter ingeniously arranged so that the rocking action of the joint can be followed as the chain goes on and off the sprockets. In other exhibits, this drive has attracted considerable attention. The drive is capable of transmitting 100 horsepower and withstanding occasional overload of 100 per cent. This chain is a 2-inch pitch, 5 inches wide and is provided with internal guiding links which run in corresponding grooves in the sprockets. The drive is mounted on a heavy framework and is driven by a small motor connected up through a small Morse Chain Drive. There will also be

other small drives, as used for connecting individual motors to machines instead of or for replacing gear drives and belt drives. There will also be exhibited a number of samples of different size chains, showing the Morse Rocker Joint. These will range from ¾-inch pitch to 3-inch pitch and in several widths, illustrating the chain as used for horsepower ranging from ½ horsepower to 5000 horsepower. There will also be a number of photographs of actual installations. These will show the advantages to be derived from using Silent Chain Drives. There will also be exhibited data as to results. F. G. Anderson, New York manager of sales, will be in charge and representatives of the sales department and others will be in attendance, who will be very glad to talk over the application of this drive with those interested. Catalogues will be freely handed out.

AUSTRIA STIMULATES GRAIN GROWING

By a regulation of the Austrian State Food Office, the official price for grain of last harvest is now doubled. In July, 1920, it was fixed at 1,000 crowns (exchange value of 1 crown averaged \$0.003 during first quarter of 1921) per 100 kilos (220.46 pounds) for the two important grains—wheat and rye—with the stipulation that in March, 1921, the price would be revised. Under this revision the farmer now receives, in addition to the price already paid for every 100 kilos of grain, 500 crowns in cash and gifts of artificial fertilizer estimated to have an equivalent value of 500 crowns per 100 kilos of grain.

The details of this latter feature are: For 100 kilos of grain the farmer receives 2½ kilos of ammonium sulphate, 3½ kilos of calcium cyanamide, 10 kilos of superphosphate, and 5 kilos of 40 per cent potassium salts or 10 kilos of 20 per cent potassium salts.

These additional payments (equivalent to an extra 1,000 crowns) are made not only in cases where the individual farmer has already done his duty in the way of delivering his contingent of grain prescribed by the State by March 31, but also where he is able to prove that a smaller delivery was occasioned by unavoidable events. For 100,000,000 kilos of grain the state budget thus assumes an additional burden of 1,000,000,000 crowns.

This sum will not immediately fall upon the consumer, as it is not meant to affect anterior prices of bread. But a domestic price of 2,000 crowns per 100 kilos for the coming harvest shows a remarkable approach to world market quotations which, it is feared, will influence the price of bread and the whole question of state subsidies for food-stuffs through passing these expenses to the consumers.

H. R. LAKE, superintendent of the Hutchinson and Blackwell division of the Atchison, Topeka & Santa Fe Railway Company, has reported to the Corporation Commission that freight, passenger and mail business will be carried on as usual in towns of Grant County, Okla., where station agents were recently relieved of duty because the business did not justify their retention. Petitions came to

the Commission from Gibbon, one of the stations affected, stating among other things that Gibbon has two grain elevators and is one of the principal grain-shipping points of the division. The petitioners said it was reported the agent at Clyde, also on that division in Grant County, had been reinstated, that Clyde has two grain elevators and only four residences.

SCALE REQUIREMENTS

We give below the rules for testing hopper scales, as promulgated by the Interstate Commerce Commission, Docket 9009. These rules apply to all scales, no matter what date of installation may be.

RULES FOR TESTING HOPPER SCALES

1. The standard mass for testing grain scales shall be derived from primary weights, verified by the United States Bureau of Standards, Washington, D. C.

5. All scales shall be tested with standard weights to at least 8 per cent of their maximum capacity, and these weights are to be used in multiples of 1,000 pounds. New, repaired or rebuilt scales shall be tested prior to being put in service. For individual corner tests, at least one-quarter of the respective test loads specified shall be used. The sensibility reciprocal shall be determined, and the sliding poise and counterpoise weights tested by comparison, with the standard counterpoise weights applied at the end of the beam.

6. In conjunction with the above test, a load test shall be made to determine if any interference occurs between the fixed and movable parts of the scale, and to discover any weakness due to yielding in supporting structures, etc., by filling scale hopper with grain to its usual working or maximum capacity, less the amount of test weights used. The beam shall be balanced, after which sufficient time shall elapse to determine any leakage through gate valves; if none occurs, test weights can be applied to prove the correctness of the scale under load. The sensibility reciprocal shall again be obtained under this maximum load for comparison with that shown under test with test weights alone, or when the scale is not loaded.

7. Whenever possible, facilities shall be provided to apply the weights on the corner test so that the center of gravity of the test load will be on a vertical line that passes through, or very near, the centers of the main bearings.

8. All scales shall be tested when loaded to their working capacity.

9. Scales in regular service shall be tested at least once each year, and every six months where practicable.

10. Scales shall be kept in the closest possible adjustment and shall be considered inaccurate when they cannot be adjusted and such adjustment maintained to within the tolerance for ratio given in the following table, which corresponds to a tolerance of one-half pound per 1,000 pounds:

Capacity of Scale in Pounds	Greatest Error Allowed in Excess or Deficiency
3,000	1 1/2 pounds
6,000	3 "
12,000	6 "
15,000	7 1/2 "
24,000	12 "
36,000	18 "
48,000	24 "
60,000	30 "
84,000	42 "
96,000	48 "
120,000	60 "

GOVERNMENT control of grain and flour in Belgium will come to an end on August 1, and this year's home grown crops will not be requisitioned. It is hard to shake off the war god's grasp even from the most peaceful of industries.

THE Soviet Government of Russia has determined that it will take 210,000,000 bushels of bread grain to feed the cities of that country. A decree has been issued which provides that 144,000,000 bushels shall be taken from the farmers by levy, 66,000,000 bushels will be paid for by the government in com-

modities such as machinery, cloth, iron, etc., and then if the peasants have any left they can sell it on the open market. Quinn Ryan says the peasants have their choice of being lashed to mast or mashed to the last.

ORRIE W. COOK PASSES ON

There were expressions of regret and sympathy heard on all sides, at the recent meeting of the Ohio Grain Dealers Association at Toledo, over the illness of the president of the organization Orrie W. Cook of Columbus. Now the news of his death has been sent out, which occurred at Mount Carmel Hospital, Columbus, Ohio, at 11:30 p.m., July 11. He was 43 years of age and had been in the hospital for about five weeks.

Mr. Cook was the head of the firm of O. W. Cook & Co. of 301 Commerce Building. Under Mr. Cook's leadership it had grown to be a very extensive, successful business. His activities, however, were not directed to commercial affairs alone, but his kindly nature, his many and constant efforts towards promoting the interests of his neighbors and fellowmen make him affectionately and gratefully remembered. He was a most willing worker for the Ohio



THE LATE ORRIE W. COOK

Grain Dealers Association of which his office as president expired June 23, and it was one of his keenest regrets while lying at the hospital that he would be unable to attend the Toledo meeting. The entire grain trade of Ohio has suffered a great loss in his death.

Mr. Cook was a member of the Masonic Lodge, Knights of Pythias, and Rotary Club. Besides his widow he is survived by two sons, his mother, a brother and a sister. The funeral was private and was held at his late residence, 65 East Frambes Avenue, Columbus, on the morning of July 14. He was taken to Cedar Point Cemetery for interment on the afternoon of the same day.

WILL TEST NEW GRAIN-CLEANING DEVICE

An aspirator to be used in cleaning wheat by removing smut dust and foreign material at the time of threshing is being developed by E. N. Bates, of the Department of Agriculture.

Tests with a preliminary model resulted in the removal of approximately one-third of what is ordinarily classed as dockage, and the investigators are optimistic as to the possibility of increasing this amount. Farmers and threshermen who have seen the model work are quite pronounced in their favorable comment. It remains to be seen whether

it can be brought to a degree of efficiency comparable with the commercial cleaners furnished with threshers sent to foreign countries. There is objection to these latter on account of the cost, weight (approximately 1,000 pounds), the necessity of additional power, and that they are an obstruction on the deck of the threshing machine. Mr. Bates attaches his aspirator to the head of the elevator, and so causes no obstruction to the separator deck. It weighs approximately 100 pounds and requires for operation an additional one-half horsepower only.

Cleaning grain at the time of threshing, thereby saving the farmer the additional expense for cleaning his grain after it has been put in the bins, or saving the charges for cleaning at the elevator, is a factor in efficient marketing now being developed by the Bureau of Markets. The new device will be given a try out in the Spring wheat section of the Central Northwest during the coming threshing season.

FOREIGN RATES AND EXCHANGE AND THE GRAIN TRADE

General financial conditions necessarily have their effect on prices, and the immense favorable balance of trade North America, and particularly the United States, has established as against Europe, creates difficulties about selling further North American commodities to Europe. If there are alternative sources of supply where exchange is more favorable, North America, to sell goods, must write off the difference by reducing its prices. This is the penalty which overtakes lopsided trade and is according to the natural law under which trade tends to right itself, says W. Sanford Evans in the *Winnipeg Grain Trade News*.

At the end of April, 1920, London exchange on New York and that on Buenos Aires were almost exactly on a parity. It required about 126 pounds Sterling to buy in either country what 100 pounds would buy when exchange is at par. Exchange on Australia was around par and that on India was 114 per cent, but India did not then count because of the embargo on wheat exports. There followed the buying panic of May and June and largely because of the excessive purchases of wheat and flour in North America and the fact that equal purchases could not be made in the other countries because supplies did not exist there, London exchange on New York had risen by September to 140 per cent of par, while that on the Argentine had slightly declined to 120 per cent, Australia was a little below par and India stood at only 93. North America, as a place to buy, had been put at a disadvantage within that period of 20 per cent as compared with the Argentine, over 14 per cent as compared with Australia and 35 per cent with India. And Europe had secured such large stocks that there was no longer any urgency about its purchases. Under these conditions North American prices required relative adjustment.

But Europe, which clears through London, had not at that time taken delivery of all the excessive quantities of wheat and other things for which it had contracted and the financing of the balance kept exchange on New York up to 140 per cent until after the middle of December, last, while by that time Argentina was down to 110 per cent and had on several occasions been lower, Australia had further weakened and India was only 73 per cent. North America had lost another 10 per cent to the Argentine and 20 per cent to India.

Adjustments of prices can be made in such cases, either by reductions in the country at a disadvantage or by increases in the other exporting countries, or partly in one way and partly in the other. In this case all prices dropped, because of the position of supply and demand, but North American prices were weaker than other prices and dropped faster.

Another and perhaps still more important factor in the situation was the changes in ocean freight rates. To realize the same net earnings in a year, a vessel in the Australian-Liverpool trade must charge, on the average, something over three and a quarter times, and a vessel in the Argentine trade

something like one and three-quarters times, the freight rate charged by a vessel in the New York-Liverpool trade. These differences are due, fundamentally, to the differences in the lengths of the voyages and in the time occupied in making round trips. Now, in September last, as high as 175 shillings per ton was paid for wheat from Australia to the United Kingdom and the ruling rate was 150 shillings per ton. Put into cents per bushel, at par, although it should be remembered that most freights are quoted and paid in sterling, this meant a regular rate of 98 cents per bushel, with a peak rate of \$1.14 per bushel. At the same time Argentine was paying 60 to 70 cents per bushel and New York about 35 cents. Freights soon began to tumble because of the increase in the number of vessels on the ocean and the decrease in the volume of general cargo offering. By the end of December Australia was only paying from 48 to 52 cents per bushel, the Argentine 28, while the New York rate was about 25 cents, not having declined to anything like the same extent on account of the greater pressure of business in the North Atlantic trade, where, however, the adjustment came about in January and February. Between September and the end of December the cost of shipping a bushel of wheat from Australia had declined some 50 cents per bushel, and that from the Argentine from 30 to 40 cents, while that from New York was down only about 10 cents. Yet, except that the New York rates had been sluggish and did not find their level until some weeks later, all these changes in rates had fairly well preserved the normal relationship. Competition was operating with reasonable effectiveness on the ocean. The startling result, however, was that North America had lost, say, 40 cents per bushel of its September advantage over Australia and from 15 to 25 cents per bushel of its advantage over the Argentine. This was another powerful influence on the adjustment of prices and helps to explain why North American prices were weaker than other prices and declined faster. Since January 1 both freights and exchange have materially improved for North America and these facts are not unrelated to the somewhat greater stiffness in North American prices since that date.

The law of ocean freight rates, that rates in different trades do not increase or decrease by equal amounts in each trade but according to certain ratios, is one of the great forces affecting international trade. When the North Atlantic wheat rate is 4 cents per bushel, the Argentine rate will be about 7 cents and North America has an advantage at the seaboard of only 3 cents per bushel, but if the whole basis of rates rises until the North Atlantic rate becomes 40 cents per bushel, then the Argentine rate must be 70 cents and North America can add to the price of its wheat at the seaboard 27 cents per bushel, because that is the net advantage it has gained over its nearest competitor. If, in the alternative, Argentine reduces its prices, North America can still maintain a relative advantage of 27 cents per bushel. If rates come down again North America must bear the adjustment. Toward the end of 1915 North Atlantic rates did leap up to 40 cents and North America since that time and until a few months ago has continuously enjoyed an enormous advantage which has been reflected in its wheat prices. The Argentine and Australia are now beginning to get back their own.

Exchange and freights affect, of course, other prices as well as those of wheat and influence the whole cost of living. Because of the advantages recently gained by the Southern Hemisphere costs have increased and the Argentine and Australia cannot afford to sell as cheaply as they did before. This general condition makes their net advantage, or the net disadvantage suffered by North America, where all prices have fallen, somewhat less than the figures here given would suggest. Still the changes in freights and exchange have been so great and so rapid that they form a not unimportant part of the explanation of the weakness in North American wheat.

COMMISSIONER Ferguson of the Arkansas Department of Agriculture estimates that the use of commercial feedingsuffs in the state has declined

10 per cent this year. Most of the feed manufacturers would be willing to agree that the Commissioner's estimate was extremely conservative.

NEW PLANT OF THE CULBERTSON EQUITY EXCHANGE

"Before and after!" Trite surely, and as old as the days when our daddies fell for the hair-restorer cure-alls—but "before and after" is still in the running, still has its significant application, nevertheless. For instance, with one eye on the illustration we can see why Manager Fred Fish of the Culbertson Equity Exchange tells us that his concern's new plant in the foreground is the "after" of the "before" in the background. This may look to be a bit involved at first, but the camera says so—and it is so.

The Culbertson Equity Exchange was incorporated some six years ago to do a general grain business. And up to March 9 of this year, it operated in the small building at the rear of the new structure, when it built and moved into its present well-equipped home. The new building is con-



THE CULBERTSON EQUITY ELEVATOR

structed of concrete and located conveniently near the tracks of the Chicago, Burlington & Quincy Railroad.

This plant has a storage capacity of 30,000 bushels in the 12 bins—six of the large bins hold 4,000 bushels each and there are also six bins, of 1,000 bushels' capacity each, over the work floor. Grain can be discharged from the elevator head to any one of the bins or to the grain cleaner.

Manager Fish says that the receiving capacity of the plant is "as fast as they can get over the wagon scales." As to shipping capacity, the Exchange loads its first car in 40 minutes. The grain cleaner cleans about 300 bushels in an hour.

Power for the plant is supplied by a 200-horsepower, Type "Z" Fairbanks-Morse Kerosene Engine, with a rope drive from the main shaft to the line shaft on the top floor and thence by chain drive to each leg. The control is by friction on the main drive pulley and by dog clutch for the chain drive. There is a spouting, with steel spouting for the double leg.

The elevator equipment also includes a man-lift, truck and wagon dump, and the car puller, with 150 feet of wire cable, moves five cars at one pull.

All kinds of grain are handled by the Culbertson Equity Exchange as well as lumber, coal, flour, feed, and oil. As the Exchange has only been in

its new quarters for the past four months, the handling capacity of the plant cannot be well estimated. However, Mr. Fish says that he has no doubt but that with the new crop movement the house will be able to demonstrate a speed and efficiency which will be gratifying to the stockholders.

FARMERS ARE USING MOTOR TRUCKS

Almost overnight, it seems, the truck has become a tremendous factor in the movement of the nation's food supply. A few years ago, only a few farmers recognized its full possibilities, but today it can be seen from one end of the grain belt to the other carrying full loads of golden grain onward toward their destination.

This fast growing importance of the motor truck to the grain grower is shown by a survey just completed by the Travel and Transport Bureau of The B. F. Goodrich Rubber Company. Questionnaires were sent out to nearly 2,000 country elevators by the Bureau and the answers prove the truck's true position in the grain fields.

Those questionnaire answers which gave percentage comparisons of grain receipts by horse and wagon as compared with motor truck grain haulage showed that 26 per cent of the grain is being received at the elevators by truck. In other words, the truck is carrying one-fourth of the entire grain crop of many sections of the Middle West, a truly remarkable fact when it is considered that just a few years ago the horse and wagon had the field to themselves.

The territory covered by the questionnaires included Oklahoma, Arkansas, Missouri, Kansas, Montana, Idaho, Iowa, Nebraska, Illinois, Wisconsin, Minnesota and the Dakotas. Answers were received from a representative number of elevators in each state.

According to the survey, farmers in Nebraska, Minnesota and South Dakota are employing motor truck transportation on a greater scale than in other sections of the grain belt. In these states, practically all elevators are being equipped with automatic scales and dumps so that the maximum service can be obtained from the trucks.

A tenor of the replies received indicated that the farmers, and elevator men as well, are becoming enthusiastic truck advocates and see a great future for them throughout the grain belt.

"At the present time," said Ely Salyard & Co., of Minneapolis, "25 per cent of the wheat in North and South Dakota is hauled by trucks. There is one truck for every 30 farmers. The truck system will increase 25 per cent this year alone and in three years farmers will be marketing all their grain and live stock via the truck system."

The Central Granaries Company, of Lincoln, Neb., which operates about 70 stations in Nebraska and Kansas, said that 50 per cent of the wheat is being delivered by truck in its territory.

"The truck certainly is a substantial help in bringing wheat to our elevators," the company said, "as they can haul and deliver it much faster. They are proving so speedy that with the car situation as tight as it is now we have to hold the trucks back."

"In western Nebraska," says the Crowell Lumber & Grain Company, Omaha, "where grain is hauled long distances, nearly all of it is hauled by trucks. Some elevators claim they do not receive a single load during the day by wagon. With new facilities that the truck dump is furnishing it is only a question of a short time until practically all farmers will be using trucks to deliver their grain."

The service which trucks have rendered wherever used has been three-fold. It has saved valuable time for the grain growers at a season when every hour is precious. It has enabled him to get rid of his crop and prevent loss formerly incurred when piling it in fields and inadequate warehouses. Moreover, it has proved of great assistance to the railroads, permitting expeditious loading of cars and relieving the roads of carrying wheat on short hauls.

Interesting Mass Meeting at Cincinnati

Grain Trade and Allied Interest Take Measures to Counteract Dangerous Doctrines

THE meeting at Cincinnati on June 27, called by President B. E. Clement of the Grain Dealers National Association for the purpose of finding some means to combat the socialistic tendencies of the times, particularly as they affect the grain trade, was well attended not only by delegates from the national and state associations, but from all the large exchanges and some other trade bodies besides.

PRESIDENT CLEMENT'S ADDRESS

President Clement called the meeting to order and spoke, in part, as follows:

You were advised by Secretary Quinn of the purpose for which this conference was called, and Chairman Reynolds of the Legislative Committee and ex-President Goodrich will go into further detail relative thereto when they speak to you. However, it may not be amiss for the Chair to speak briefly concerning the problems that confront the business interests of this nation and to which it is our purpose to address ourselves at this time.

The economic vagaries that threaten either disruption or the utter destruction of the established order of business find their basis not in any weakness or venality on the part of our present system but in false and unfounded charges by either ignorant and misguided or designing and mendacious individuals who feeling or

the purpose of gathering agricultural statistics, promoting scientific demonstration and educational work among the producers of the nation is now being at its own request and at the behest of the producing classes vested with authority and wide discretionary power over the business interests of the nation. If evils have crept into our commercial structure anywhere those interested or affected are not content to secure the passage of laws the amenability to which will restrain or the penalties of which will compel a discontinuance of any practice inimical to the national good. Instead they urge with the approval, and upon the insistence, of the Department itself that it be empowered to rule over first one and then another of the business interests of this nation. We have the choice therefore of tamely submitting while class interests, the politicians and bureaucrats build up a bureaucratic despotism to rule over us, or devising some way to make effective our opposition to a bureaucratic regime that would destroy initiative, and shackle the commercial genius of America.

The co-operative movement by and of itself would offer no threat, that we need fear, to the business interests of the nation for as has wisely been said if co-operative concerns can excel individual enterprise in the great work of distribution they are entitled to the field. But this is not the question with which we are confronted. Their leaders aided and abetted by the forces of Government are endeavoring to make both the producers and consumers believe that the middleman is the enemy of both. It is utterly unfair and unjust to us. Our Government through the Department of Agriculture and the Bureau of Markets is officiating as a wet nurse to the co-operative movement, disparaging and endeavoring to discredit and break down by its activities and interferences the great competitive system of distribution of farm products.

It cannot be expected that this threat on the part of our Government against private enterprise will be confined to the great business of grain distribution. When it is put thoroughly under control and domination of bureaucratic authority, that authority will seek and find reasons for extending and broadening its powers and the sphere of its domination and other classes will rise up to demand it. Thus will America be socialized. The threat and the menace are here. It is not too late to stem the tide that would engulf us. We must make effective our opposition to departures on the part of our Government from its time honored principles. It must be constrained to an exercise of its constitutional prerogatives only. We must point out to the great mass of patriotic and liberty-loving Americans the dangers that threaten them. We must convince the producer and consumer that we are the enemy of neither, but the servant of both.

If we could only convince the Government, the producers and consumers of the facts as we know them we should be able to thwart the purposes of those who would destroy us. Only two forces stand in our way. The bureaucratic greed for office and official power and the agitator who seeks to revolutionize and destroy. By invoking the constitution we can restrain the one, and by giving the facts to the great American public we can unhorse the other.

ADDRESS OF A. E. REYNOLDS

A. E. Reynolds, chairman of the Legislative Committee of the National Association, gave a spirited address, in part, as follows:

I can hardly hope to say anything new, because what I have to say you are all acquainted with. You read it in every day's news. Every great newspaper of the country is heralding the question. You see it in every report of Congress; you hear it, discussed at every grocery store.

A great problem is before us. I perceive that in all the history of commerce, no other problem has ever measured up to it in the importance which it now assumes. The farming community, the farming business, the producing of food is now a ruined industry. The wreck of it lies at our feet, and we haven't one hope for its resuscitation unless the American Government in its might raises, subsidizes the farmer, and produces our food through the agency of the Federal Government.

The farming industry is carried on at a ruinous loss. You see it demonstrated by facts and figures in every daily newspaper. There is not enough labor on the farm to produce enough food to keep us from the brink of starvation. The farmer, the unprotected individual, is the prey of the middleman, who continually levies tribute on his labor and on the produce of the farm to such an extent that he is driven to desperation and ruin. He is compelled to take a ruinously low price for everything he produces, and pays an extortionate price for everything he purchases. He is bearing the whole brunt of taxation. No one else contributes any material part to the support of our Government or of our institutions. He is unable to secure any legislation recognizing the importance of his position in the commercial industry of the world. All legislation is against the farmer. He is not able to borrow a dollar of money to carry on this great and important industry. The banks and commercial institutions that loan money are locked

against him. Not a dollar can he secure unless it comes from the Federal Government. He receives only 34 per cent of the price the purchaser pays for his foodstuffs.

With this state of affairs can it be wondered that we are facing starvation and that there is shortage of food throughout this country? Now, gentlemen, this is a gloomy prospect. We hope there may be some way out of it. If you think over it a moment, you may well dread the moral, next week, or next year, as we will be on starvation's brink, the same as some parts of China. In the face of all of this gloom we stand appalled and falter to take a single step forward. And yet I hope, gentlemen, you will not, in the presence of this gloomy picture, feel we are like those without hope. I discern one ray of hope through all this gloom, just one, and that is that there isn't a blankety-blank word of truth in any of it, not a single word. Therefore, this country is laboring under the most colossal delusion that has ever confronted any Government or any people in any time past. Gentlemen, I am not stating conditions in the premises here that are only sparsely believed in. Of our 110,000,000 people, 90,000,000 of them believe that the things I have stated are facts. And, gentlemen, when everybody believes a thing is a fact it becomes a truth whether it is true or not. That is the condition under which we are laboring today. If I understand anything about what we are met here for it is with a hope that we may disseminate some of the truth amidst all of the falsehood that is now controlling the actions of people and of state and of Government.

Mr. Reynolds proceeded to show the fallacy of every contention mentioned in his picture of farm conditions and then continued:

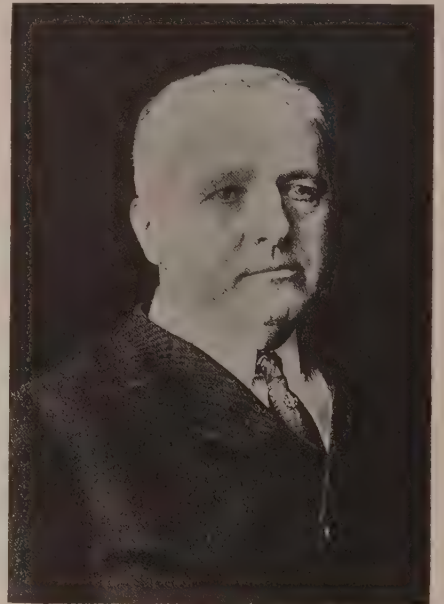
I have analyzed briefly, and as I see it, the condition that confronts us. We have 90,000,000 or more people



PRESIDENT B. E. CLEMENT

seeing the dreadful pressure of depression are either seeking, in a blind fashion, a solution for its baneful effects, or endeavoring wholly for selfish purposes to tear down the old and well established order and build up a new one which has for its basis the damnable doctrines of socialism. These malcontents, not satisfied with appeals to the prejudice of their fellow citizens, which they arouse by the most specious arguments and gross misrepresentations also lay their hands upon our Government and by the same methods make it responsive to their wish or will. The expediences of the hour having more influence with the politician than the principle of ages, the demands of a class making a more effective appeal to their fancies or their fears than the constitution does to their consciences or their patriotism, constrain them to yield, and, yielding they seek through the contrivances of legislative enactment to placate the agitator. To meet this demands, each day witnesses some new departure from the fundamental principles that underlie and support this Government. If the desertion of those principles merely meant inconvenience to one or even more channels of trade, one or even more classes of citizens, we could, and doubtless would, make up our minds to endure, if we could not approve it. But, gentlemen, we are not confronted with the single necessity of yielding up our individual preferences, or subordinating our interests to what might be thought, however erroneously, for the common good. We are confronted on the one hand, and we cannot longer conceal it from ourselves or deny it to others, with an organized and definite effort to communize the agricultural classes of America. The leaders are endeavoring, through a system of agreements which utterly destroys the independence of action of American producers, to build up a trust whose control not only over the property of the producers but over the lives and fortunes of all classes of our citizens would be so dangerous, so radical, so autocratic, so un-American as to be utterly unthinkable.

The Department of Agriculture created primarily for



A. E. REYNOLDS

that believe this proposition is just as serious as my first outline indicated. We have 100,000 that know it is all untrue, and we have 10,000,000 or 20,000,000 doubting Thomases that stand on the fence without any opinion today and are ready to be convinced. That is a gloomy problem. How is the truth to be gotten over to the people? There is one way that by the rule of exclusion we can determine what will not do. We cannot disseminate the truth by saying nothing. We cannot let the untrue statements made in Congress and in the daily press and in every center where any information is disseminated, we cannot get the truth over by letting those erroneous statements and untruths go down to the people as truths. We cannot do that. First, some people must be made to understand that farming can be made profitable, and that we have enough food to supply the people; that a combination of farmers, controlling foodstuffs, is at least as dangerous as an imaginary combination of business men. Third, that the farmer gets money as easily as anybody else, and so on down. We must show to some people that more than 34 per cent of the price the consumer pays gets back to the farmer. We must disprove a few of those abominable false representations that go before the people, innocently mostly. There are not many of these papers that know the facts, but somebody brings to them a popular statement and they print it, and that goes down as the truth, because no one else has the courage to give them the truth.

Our president has most ably set forth the matter in a much broader light than I have, as to governmental agencies. We are supposed to be operating under a Republican form of government, and that government is to be by delegation. We are to delegate our power. We have gotten away from it so gradually and easily that we do not even have the first sight of that constitutional provision for government. There have been more than 500 commissions appointed in state and national affairs in the past 15 years to operate the Government in

direct contravention of the constitutional provisions for government. And yet they are sustained. The farmers of the constitution never intended that power should be put over to commissions, with unlimited power to control, regardless of representative forms of government. Our constitution sets forth we shall be governed by representatives of the people. Instead of that, we delegate our power to 500 commissions in this country, to contravene the action of the constitution.

What I hope for is this, that something can be started here today that will in the end get the truth to the people. The farmers are not the people to blame in this matter. There is a studied, an educated class of demagogues that is sapping the life out of the farmer, as well as out of business in general, and making their livelihood and large fortunes out of promulgating these false doctrines.

Mr. Reynolds then reviewed briefly some of the bills in Congress designed to give special aid or privilege to farmers. In conclusion, he said:

Now, are we willing to try to get the truth to the people? Your business and my business depend on it. The future of the commerce of this country depends on it. Not because we are grain men and may take the initiative does it follow that we are the only people affected. Every branch of business in the country is being threatened alike. And that is not the worst of it. If they can do business better than we can, I say, Amen. If co-operation can supersede individual effort, all right enough. But that is not the underlying question. The underlying question is, have we got a representative form of government for all the people? Is our constitution to be the controlling power behind legislative functions in the future? It is a bigger question than all of that. Some people say they are tramping on our toes. That is true. Let them tramp on our toes as long as they tramp individually. I will measure my strength against opposition not backed by the Federal Government, but when you pay taxes to have them come back at us in the way they do now, by appropriating money to upset your own business, and contravert every foundation of our Government, and to set up a new set of affairs, you are being imposed upon, you are being made the underling, the butt and the joke of the whole proposition.

I hope some movement can be started, not to get ahead of these people, not to do anything of the kind, but to get back to first principles, to get the truth to the people, to tell them exactly the state of affairs as it exists. We have a Federal Trade Commission on the grain business that spent two or three years investigating the grain business, and I have never yet seen any report in the public prints of their final report except a little piece of about two inches in one of the papers. I suppose it cost, upwards of \$10,000,000 to get that report out, and then they were afraid to disseminate the truth. The gist of the whole proposition was that they didn't find what they started out to find, and they were too d—d big cowards to publish the truth. That is the trouble with all of these investigations. You don't get the truth. Those people are not trying to give you the truth. It is for private enterprise and private effort to get the truth before the people, and if we cannot the dire calamities spoken of by our president are to be expected in the future. It is for some agency, and it must come from the business world, to get to the people the facts, and not allow them to longer grope in darkness and falsehood instead of truth.

Mr. Reynolds was followed by P. E. Goodrich, ex-president of the Association, who told of his plan, proposed at the meeting last fall, to organize a publicity committee to do the work which is now recognized as so necessary to the life of the trade.

R. I. MANSFIELD SPEAKS

R. I. Mansfield of Chicago who took an active part in the fight against the Lantz Bills, spoke, in part, as follows:

If I seem to bring a note of pessimism to the meeting today, I think you will pardon it after what we in Illinois have just gone through. You are not facing legislation in this day, you are facing annihilation.

I say this calls for action. We in Chicago have been giving it attention day and night during the whole of this legislative fight and since. We have definite ideas in our minds as to how it must be met. Eighty-five per cent of the farmers in the country are sound mentally and morally. They do not have to be reasoned with extensively. They must know the truth, and they will fight for you, but you must get them advised of the insidiousness of this thing and what it means to them in plain English.

You can fool yourself all you want, but you are facing a condition that is sweeping the country in every line. This unrest is carrying men beyond anything they ever dreamed of. They are grasping at straws, and it is time for the conservative business men to get together and place before the public the insidiousness of these doctrines, their dangerous character, the consequences that will follow and result of disorganizing a business that has taken 60 years to develop to its present highly trained state of efficiency. Take this as the final word from the men who fought the battle in Illinois for you as well as for the Chicago Board of Trade, that you are facing a situation, which, if it is not met in the next 30 days, is going to at least take one-half of your grain out of your hands for the next six years, and I hope

you will not be willing to turn this over to a committee of men, and say, "The job is for you. We are going back and play golf, handle our grain as we may and take our vacations." As far as I am personally concerned, I am going to stick to this proposition until the last one of these fellows is ruled out of the grain world, and they should be and must be driven out utterly. These people are not what they claim to be, friends of the people, but they are absolutely the opposite, and their attitude has shown it. The methods they used in our fight were beyond expression. We would not descend to them, and when we left Springfield we left with even our enemies and the men who voted against us in the legislature, our friends, and they said, "We have never fought a cleaner, finer bunch, nor have we ever seen such a fight put up in the history of Illinois legislature."

Mr. Goodrich made a motion, which was carried, that the president appoint a committee with Mr. Mansfield as chairman, to submit a written report at the afternoon session with a plan of organization of a publicity bureau.

On the committee, President Clement appointed R. I. Mansfield, A. E. Reynolds, J. J. McHugh, Joe E. Lawther, L. W. Forbell, F. L. Young.

AFTERNOON SESSION

The afternoon session was opened by a brief statement by F. L. Young of Lansing who told something of local conditions in Michigan and urged an immediate attempt to save the wreck of the grain and hay business.

N. L. Moffitt of St. Louis stated that the trade in that market had not become aroused to the seriousness of the situation.

S. A. Whitehead of the same market, who has elevator interests in Illinois, gave several anecdotes showing the value of disseminating the truth among farmers at this time.

Roy Davidson of the National Wholesale Grocers' Association said that the chief difficulty today is ignorance, and that if everyone knew something of the other fellow's business there would be more helpful cooperation and less condemnation.

J. B. Payne of the United States Chamber of Commerce stated that the farmer should know more about business and endorsed, on general principles, the idea of a publicity bureau.

C. H. Wright of Omaha strongly endorsed all that Mr. Mansfield had said in the morning. Omaha dealers had been slow in becoming aware of the situation, but now they recognized that they had a fight on their hands, as Mr. Gustafson was from Nebraska and there were two strong farmers' associations in the state. He said the Omaha Board would back whatever was done at the meeting.

F. G. Horner, president of the Illinois association, made a brief address in which he said the whole trouble was that we wanted to cure all our troubles by legislation. There is great hope in an educational program, he believed, and ended by saying, "We have got to get down to the point where we will recognize that we not only do not want our own business regulated, but we do not want any one else's business regulated."

RESOLUTIONS

The report of the Committee on Organization was made by Mr. Forbell and after a few minor changes had been made, was adopted, as follows:

We recommend the formation of a Central Organization, with headquarters at Chicago, to handle the emergency work. That the whole movement be sponsored and undertaken by the Grain Dealers National Association, supported by other allied interests, as follows:

The United States Chamber of Commerce, also the chamber of commerce of all states, the Millers National Federation and the flour associations, the National Feed Dealers Association, the National Hay Association, the National Seed Men's Association, the National Cotton Growers Association, the Potato Growers Association, the Wholesale Produce Association, the Wholesale Lumber and Coal Associations, the Wholesale Distributors, such as Wholesale Grocers Association, all country elevators, all state grain dealers associations, all grain exchanges, all country banks, also all exporters on both the Atlantic and Pacific Coasts.

That to meet the present situation, this meeting appoint a temporary Executive Committee of five with power to act, which Committee shall at once take steps to meet the pressing emergency now confronting the business world.

That a general committee, not limited in number, and representing the grain and all allied interests, be appointed by the temporary Executive Committee to further take up the work contemplated by this meeting. That this General Committee shall organize immediately and shall then elect an Executive Committee which shall as-

sume active direction of the work, superseding the Temporary Executive Committee mentioned above. Also that a Finance Committee shall be appointed by the Temporary Executive Committee to secure pledges for funds with which the work shall be prosecuted, and we further recommend that the amount to be raised shall be at a minimum of \$250,000.

That the General Committee shall undertake at once the organization of counties in all states to which our movement extends.

We recommend that the report of this Committee be adopted by Roll Call, of the delegates to this meeting.

In submitting the above report, the shortness of time at the Committee's disposal, prevents its being more complete, but outlines to the meeting its ideas relative to the launching of a movement intended to be wide in its scope, for the education of the producing consuming and the entire business interests of the country, in order to prevent legislation inimical to our general business interests and suggests immediate adoption of this temporary plan.

A resolution was offered by a committee, stating clearly the purposes of the proposed bureau. This was presented by F. G. Horner, and adopted as follows:

Whereas, the Grain Trade and general business interests are directly menaced by adverse legislation—both state and national, arising on demand of organized special interests, and

Whereas, we hold all class legislation to be vicious, indefensible and inimical to the general welfare, and

Whereas, we deplore the attempt of special interests by class legislation to break down the present competitive, individualistic business principle and the substitution therefor of bureauwork control, and

Whereas, this menace of adverse legislation is the result of widespread dissemination of misinformation and false economic theories, and

Whereas, it is the duty of every loyal citizen to oppose movements which are destructive of the best interests of this country,

Therefore, be it Resolved: That the representatives of the organization here assembled pledge themselves to a campaign of education for the correction of the erroneous impressions which are widely prevalent and which have resulted from the spread of these false doctrines and that we pledge ourselves to organized opposition to all class legislation—both state and national.

Mr. Boyle of Indiana, a member of the U. S. Grain Growers, Inc., spoke at some length, stating that what was good in present methods of grain handling should and would be preserved, and what was good in the co-operative movement would also be preserved. He thought that a more thorough knowledge of the purposes of all people would be good for everybody.

Following Mr. Boyle's address President Clement said:

We are glad to have heard Mr. Boyle talk to us. The chair will not reply to what he has said, because we are limited in time, but I do want to say just one thing, and that is that I hope when he goes back to those whom he represents, that he will tell them that the grain dealers of this nation are not allied in any way, fashion or form against the interests of the producing classes of America. That our sole purpose in coming together in this deliberate body on this occasion is to provide ways and means of bringing to the farmers and to the consumers of America the fact that the grain dealers of this nation, and the business interests as their own, and that we demand that our interests have consideration at the hands of our Government, and that we are willing and anxious to serve the interests of this country on a fair basis of remuneration for our services. We do not want a great organization such as is now being brought about through farmers' movements to misrepresent the grain dealers of this nation to the point where they will arouse in the hearts and minds of the producers a prejudice against our services, or arouse in the hearts and minds of the consumers of America a prejudice against our services, and we are gathered here now for the purpose of providing ways and means for bringing to the attention of both classes the real service that we render, in order that our interests will be protected, and in order that their interests might be protected against the chicanery, the Socialism, the anarchy, the infamy of those things that are being brought to bear to misinfluence and misdirect the farmers and others of this country whose interests are bound to suffer when ours do.

After some further brief discussion the meeting adjourned.

The State Supreme Court of North Dakota upheld the verdict of the Stark County District Court awarding the Gladstone Equity Exchange of Gladstone, N. D., \$23,000 in its suit against the United States Railroad Administration. The suit was filed to recover loss sustained when the Equity's elevator and machine sheds were destroyed by fire caused by sparks from a railroad boarding car stove, in August, 1918.

DEVICES FOR PREVENTING CHOKES IN ELEVATOR LEGS

BY P. E. BRADY*

Choke-ups in elevator legs occur frequently. The four common causes for such occurrences are: 1. Overloading; 2. Bins becoming full; 3. Belt plugged by foreign material; 4. Power going off.

The over-loading feature is generally caused by a mechanical defect in that the belt and cups used to carry the load away from the boot are sometimes too small to take care of the incoming grain. Conditions of this kind do not often take place, but in some instances these facts have been brought out. One instance of this developed during an investigation of a dust explosion which occurred in a large starch factory in this country. It developed that this company was using a large conveyor which emptied into an elevator boot and elevated through a leg. When this conveyor was loaded to full capacity the boot or leg was not of ample size to take the product away. Consequently a man had to be employed to gauge the flow of the material in the conveyor and it was his business to see that this conveyor was never loaded to a degree whereby it would choke the leg. Of course, such conditions are most inefficient as well as dangerous. At times it was known that this man had permitted the conveyor to be over-loaded and thus a choke occurred in the elevator leg. This kind of an occurrence could be remedied by putting in the proper sized leg and cups to elevate the material which might come from such a conveyor when the conveyor was run at full capacity. Defects of this nature can be remedied by proper mechanical installations. Such occurrences do not take place frequently in the average mill or elevator, but mention is made of this fact to show one of the causes of choke-ups.

At times a choke-up occurs when the bins become full, the spout leading to the bin backs up into the elevator head, causing the grain to back-flow into the boot. This is one of the common causes of elevator choke-ups, especially in country elevators. The average country elevator is run by one man and he does not get up to the top of his house as often as might be expected. Consequently he is not always familiar with the amount of grain in the bins. He invariably is very busy and sometimes these bins become filled up. The spout leading to same fills up and eventually the grain starts to run down the elevator leg and a choke-up occurs. There are two ways for eliminating these occurrences. The first is by putting in a bin alarm system. This consists of a device which is attached to the top of the bin. When the bin becomes filled with grain this device automatically gives a signal warning. It is operated by electricity and the warning is given by the ringing of a bell on the work floor. Another way to overcome a choke-up is by placing what is called a signaling distributor on the spout which leads to the bin. As the spout fills up it chokes back into the distributor, or, in other words, an overflow device. This overflow may be emptied to a floor or any suitable receptacle. The operator can easily see this falling grain in most any part of the work floor, or hear it rattling down the tube, when he immediately shuts off the grain and the flowage stops. He then shifts the spout to another bin. Various turn-heads or overflow signaling devices are on the market, all of which are working to a fairly satisfactory degree.

Sometimes the return spout, the non-chokable head, is run into a relief chamber. When the bin is full the return spout discharges into the relief chamber which fills to the point where the downward pressure equals the sidewise pressure in the supply spouts, thereby shutting off the supply of grain. This feed will handle any kind of grain and prevent chokes from over-feeding.

Another automatic shut-off for an elevator leg is also in use. When the spout at the head of the elevator has filled to an overflow, the grain then runs down into the balance cylinder. The weight

of the grain bears this cylinder down and automatically closes the gate in the elevator boot, thus stopping the flow of material into the elevator. An electric signaling device is sometimes attached so that a bell rings when this cylinder becomes filled and moves its normal position.

Sometimes sudden shut-downs in elevator legs occur. This happens when the cups are full of grain. This results in a choke-up, back-legging causing it, that is, the belt starts to drop down instead of going up. Back-stop devices have been brought out which operate automatically, immediately acting as a brake on the head pulley when it starts to revolve opposite to the way it is supposed to run. This is simply an automatic brake device. Various kinds are used and arrangements of this kind should be encouraged, as chokeups are caused frequently, especially on electrically-driven legs, by what is known as back-legging.

It appears that more research work should be done along the lines of providing better equipment for the prevention of choke-ups in elevator legs. The average house today takes no precaution for such occurrences. The elevator contractors and construction companies pay little heed to devices of this nature, and it appears that some work could be done whereby these various concerns and engineers could get together and form some kind of a standard code with reference to equipment of this nature.

DISCUSSION BY B. W. DEDRICK

The point brought up by Mr. Brady in regard to the choking of elevators is one in which I am very much interested. An elevator can be choked down gradually as the result of a poorly constructed or defective elevator head discharge, or when by reason of too great a speed, the grain is discharged or thrown with such force that it strikes the forward end of the head, rebounds, and falls down the back leg.

A certain quantity of grain thus keeps returning over and over all the time the elevator is in operation, and in the course of an hour or two will become gradually overloaded and then choke down, unless the grain from the intake spout is shut off to relieve and allow the elevator to clear itself.

I have had elevators choked down simply by strings lodging on the tongue (a projection above the throat or discharge and between it and the back leg). They piled up so high that a stream of grain or other stock, discharged from the cups, would not wholly clear this obstruction and, meeting with this obstruction, would fall down the back leg.

When at such times grain or any other material falls down the back leg it induces air pressure within the leg and causes what is called "blowing," producing a great deal of dust which is emitted from any opening in elevators, spouts, etc. This "blowing" serves notice that something is wrong and that there is danger of a possible choke and stoppage of the elevator belt. The point of discharge, that is the throat, may be too high and this may sometimes cause more or less trouble and choking down.

I have had a few cases where I was called in to rectify the matter and found the throat was up so high that the grain would not discharge properly; that so much grain would go down the back leg that perhaps in a half-hour's time or even less, the elevator would be choked down, unless relieved in time to avoid it, and then allowing the elevator to clear. The method of relieving the elevator and preventing a choke down when the discharge spout is filled or clogged up at the head, by allowing the grain to flow down a spout the opening of which is above the clogged point, and this relief spout led to a point into the intake spout at boot and just ahead of it, so that the returning grain will flow in ahead and cut off the original feed, thus allowing the returned grain to make the round over and over until the clog at head is cleared, is very good indeed. However, I think the best method is to have an automatic arrangement in which the feed is cut off entirely, that is, the grain from the release spout at the head flowing into a receptacle or pivoted box that under a given load or weight will operate

a lever or series of levers connected to the slide of intake spout and close it, allowing the elevator to clear itself of all grain, the box being large enough to accommodate the excess grain. I think slides could be thus arranged to be closed automatically the same way, whether the grain is led into the boot at front, back or side.

The choking down of an elevator is, I think, one of the most dangerous features for causing fires and possible explosions in a grain elevator, flour mill, or any cereal plant. I know of a number of cases where the choking down of the elevator has started fires.

SOME FACTS ABOUT KANRED WHEAT

BY L. A. FITZ

This variety of wheat is comparatively new to the grain and milling trade. Like all new things it is being criticized destructively as well as constructively. It has been classified by some members of the trade as a soft wheat and by others as being akin to Durum, the hardest of wheats. It is quite evident that both cannot be right and as a matter of fact both guesses are wrong. This variety originated in the following way: The United States Department of Agriculture imported some seed of Hard Red Winter wheat from the Peninsula of Crimea in southern Russia, the same section from which the seed of our original Turkey wheat came and the same section that the Kansas millers imported seed from in 1900. Several lots of this seed from slightly different portions of Crimea were secured and the name Crimean with different number assigned to each lot. The United States Department distributed the seed and the Kansas Experiment Station obtained some of it. After growing it for a few years heads from some of the best individual plants were selected and planted in separate rows, one kernel in a place. Seed from rows producing highest yield and best quality was selected each year for resowing.

The variety was therefore improved by selection rather than by cross-pollinating and therefore is not a hybrid. The best of these selections gave promise of success and were increased until sufficient seed for planting one-fortieth of an acre was secured.

Although the selection was hardy, rust-resistant and yielded well it must necessarily possess good milling and baking qualities if it was to be recommended to the farmers and the millers of the state.

Milling and baking tests of this variety and a number of others were begun in 1912. If we are to compare varieties and draw conclusions we must grow them under the same conditions in all respects so that our results are comparable.

If we were to distribute 1,000 bushels of seed of any Hard Red Winter wheat, such as Turkey, Kharkof, or Kanred among 100 different farmers living in various parts of the state, the resulting crop would show a great variation, not only in appearance, but also in milling and baking qualities. If we were to depend upon tests made upon certain samples the results would utterly condemn the variety while test of other samples would highly recommend it. We can properly compare varieties only when they are grown under the same conditions.

Tables have been prepared giving the most important results secured in comparative tests made with Turkey, Kharkof and Kanred grown under the same conditions. These results speak for themselves and are comparable. With the exception of figures for protein, the data cannot be compared with data secured in other laboratories because of difference in methods. The results secured for each variety can be compared and conclusions drawn. In milling the samples no attempt was made to clean up the feed closely in order to obtain low grade flour. Each sample was milled to secure approximately a 95 per cent straight flour, the percentage of extraction being based on one and one-tenth times the test weight.

Samples of these three varieties from the 1920 crop, grown under identical conditions, are also

*Paper read at conference in New York of men engaged in grain dust explosion and fire prevention campaign.

being sent to some Kansas mill laboratories in order that they may check results and draw their own conclusions.

The Kansas Experiment Station is just as jealous of the milling and baking qualities of Kansas wheat as are the Kansas millers and would not distribute and encourage the production of any variety of wheat that did not possess good milling and baking qualities as well as the ability to give a good yield per acre.

Other new varieties have had to meet and overcome prejudice when first introduced. Our own Turkey and Kharkof varieties and the Marquis wheat of Canada are well known examples which have had this to overcome.

The data secured over a period of eight years from 1912 to 1919, inclusive, shows an average yield of 26.1 bushels for Kanred; 22.3 for Turkey; and 23.2 for Kharkof. The test weights, average, were: Kanred, 58.3; Turkey, 57.75; Kharkof, 57.4. Per cent of flour extracts showed: Kanred, 64.9; Turkey, 64.6; Kharkof, 63.25. The feed percentages were: Kanred, 34.7; Turkey, 35.3; Kharkof, 36.40.

MILO MAIZE, THE "CORN" OF THE SOUTHWESTERN STOCK RAISERS

The eastern and northern portions of Imperial Valley in California are the great milo-raising districts, as these sections also raise the greater part of the live stock. The central and western portions of the great basin are either in cotton or have just produced a crop of cantaloupes. Dwarf milo, which is the only grain sorghum variety grown in the valley at present, prefers soft land, and this soft land, although found all over the valley in spots of varying area, prevails in the Holtville and Brawley sections to a greater extent than in other portions of the county.

The first crop of milo is planted late in April when the soil has become thoroughly warmed, and the sun radiates what would be considered mid-summer heat in the coast section. The "corn" is planted in rows two and one-half to three feet apart, with a cotton planter, in "lands" varying from 40 to 66 feet apart, and the crop is given from three to five floodings. The ground is thoroughly irrigated before planting and the seed set as soon as the field can be worked. No moisture is added then until the grain is from 12 to 18 inches high.

No cultivation whatever is given the grain by the great majority of farmers, but the county agent has been conducting a campaign showing the desirability of giving the plants a thorough cultivation in the early growing stages. The scarcity of labor and the natural disinclination to do farm work in the heat of the summer, when this cultivation must be done if at all, are factors in deciding whether there shall or shall not be cultivation between the rows.

Through the efforts of the Government experiment station and the county farm agent during the past few years, a superior strain of dwarf milo has been developed in Imperial Valley. The most important object in cultivating superior strains is to develop heavy heads and stalks of even length about the height of a man's shoulders so that the grain may be economically cut. All the cutting work is done by hand, the heads being thrown onto the gorders, and later shoveled into wagons. Some pickers, however, cut and throw the heads directly into the wagons. The grain is then hauled to a stack near the farmhouse, and is later threshed by crews which charge from \$3 to \$4 per ton for threshing. But a large part of the crop is fed in the head to stock. The poultry around the farm pick up the loose grain and are not otherwise fed.

Some immense stacks of milo are to be found in the Imperial Valley. One was almost a quarter of a mile long and contained 1,140 tons, on the ranch of O. J. Miller, who has a large ranch in the No. 7 water district and feeds beef cattle.

Dwarf milo has been selected as the best grain crop in the interior valleys after years of trials with so-called Egyptian corn, durra, feterita and kaoliangs. The production of grain is greater where dwarf milo is used, and the grain is more drought

resistant. It is believed that this grain sorghum will be developed to a point in California where it will supersede Indian corn in sections where the temperature does not drop below 15 degrees above zero, and where there is sufficient heat during summer nights to keep the "corn" growing rapidly. This grain, too, is well adapted to the two-crops-a-year system, and can be grown in combination with barley in the same year. When barley is grown with milo, the first grain is sown during October or November, and threshed in April or May. Then the milo crop is sown in June or July, and harvested in September or October.

BUSHEL OF CORN IN A CONICAL PILE

BY N. G. NEAR

According to Airy's experiments, made in 1897, the angle of repose of corn weighing 44 pounds per cubic foot and loosely filled is $27\frac{1}{2}$ degrees. He gives the tangent of the angle as 0.521.

This chart, therefore, has been based upon Airy's findings, upon the fact that one bushel equals 2150.42 cubic inches or 1.244 cubic feet and upon the formula.

Total bushels equals $0.1053 \tan A D^3$ where A equals the angle of repose in degrees; and D equals the diameter at the base of the pile in feet.

For example, using the chart, how many bushels of corn in a conical pile the diameter of whose base is 20 feet?

Find the 20 in column A and simply glance across to column B and there's the answer—very close to 440 bushels.

Substitute in the formula and you will find that the chart is pretty accurate and much quicker than the "long-hand method."

Of course, this chart is not absolutely accurate because the angle of repose for corn is not an absolute constant. The angle varies slightly with the weight of the corn per cubic foot and with the roughness or smoothness of the surface as the case may be. The chart will be found extremely handy, however, to the man who wants to estimate pretty closely and quickly the number of bushels of corn in any conical pile.

GRADES OF LAST YEAR'S WINTER WHEAT

An estimate of the Winter wheat crop by grades was made for the first time, on last year's crop, by the Bureau of Crop Estimates. This was done before the final estimate of the total production, or on the basis of 532,641,000 bushels. It would be fair to assume that the percentages would hold good for the corrected figures of 1920 production. The estimates were based upon reports from thousands of grain handlers.

From these returns it appears that 29.5 per cent of the Winter wheat crop (which according to the corrected figures was 580,500,000 bushels) or 17,247,000 bushels, graded No. 1; 42 per cent or 243,810,000 bushels, graded No. 2; 18.2 per cent, or 105,651,000 bushels, graded No. 3; 6.7 per cent, or 38,893,000 bushels, graded No. 4; 2.4 per cent, or 13,932,000 bushels, graded No. 5; and 1.2 per cent or 6,966,000 bushels graded below No. 5.

Thus all but about 10 per cent of the crop was from fair to first class milling quality. Virginia, Kansas and the Mountain and Pacific States had the largest percentages of No. 1 and No. 2. Kentucky, Tennessee and Texas had the largest percentage of No. 4 and below. Most of the other Winter wheat milling states, like Pennsylvania, Ohio, Michigan, Indiana, Illinois, Missouri and Nebraska, had between from 85 to 90 per cent of their Winter wheat grading No. 3 and better.

THE profitable growing of Clover in southern Texas has been demonstrated by the DeGriff Food Company of Iowa which this year planted 100 acres to that crop on a ranch near San Bonito. The com-

pany now estimates that the tract will yield 600 to 800 pounds of seed that will sell at \$6 to \$10 per pound. It predicts that two crops a year may be grown there. Maturity of the plant is rapid.

ABANDONED WHEAT ACREAGE

The abandoned acreage of Winter wheat for this year is given at 4.6 per cent of the 46,605,000 acres planted last fall, or 1,884,000 acres. Large as the aggregate seems it is less than half the average for the 20 years preceding, which was 9.53 per cent.

In the 20 years from 1901 to 1920, the small percentage of abandonment with Winter wheat was in 1919, when it was only 1.1 per cent, or only 558,000 acres in an acreage of over 50,000,000. The next smallest percentage was in 1915, when it was 2.1 per cent. The largest percentage of abandoned acreage was in 1917 when it was 31 per cent, or more than 12,000,000 acres out of 40,000,000 seeded the preceding fall. The next worst year was 1912, when it was 20 per cent of 33,000,000 acres. Other bad years were 1902 and 1904 when it was over 15 per cent, and 1910 and 1918 when it was over 13 per cent.

FAVORITE SPRING WHEATS

Last year 57 per cent of all the Spring wheat raised in Minnesota, the Dakotas and Montana, was Marquis—a rather extraordinary record, since this wheat had been introduced only six or seven years before. Still, in 1919, 58.3 per cent of all the Spring wheat in the four states mentioned was Marquis, so that the popularity of Marquis seems to be declining. In 1920, the percentage of the other varieties of Spring wheat in these four states was: Durum, 26.4 per cent; Velvet Chaff 8.4 per cent; Bluestem, 4.1; Fife, 2.4 per cent and other varieties, 1.7 per cent.

A few years ago varieties of Fife practically monopolized the favor of growers and millers; then came Bluestem, and later Velvet Chaff, which last has never recommended itself to millers. Marquis has been disappointing in resistance to stem rust in some localities. It is this fact which has boomed Durum, though all Durums are not rust resistant.

CLEAR RECORD CLAIMS AGAINST EASTERN RAILROADS

BY OWEN L. COON

The eastern railroads have always denied liability on clear record claims for grain shortage, regardless of how positive the evidence may be as to the correctness of the weight. Take, for example, claims for shortage where the weight is obtained under Board of Trade supervision at Chicago, and an unloading weight at Baltimore by a railroad weighmaster. Two more correct or accurate weights could not be obtained. Western railroads are, in general, making settlements on clear record claims where the weights are of the class above stated. Eastern railroads continue to deny any liability.

I make the prediction that this policy of the eastern railroads will be changed within a year. The railroad is liable for such shortages even on cars that do not show leakage at destination, or defective seal records, where the weights can be proved correct.

Unless such claims are filed within six months, however, nothing can be obtained upon such claims. Many grain dealers are today pocketing their loss on clear record claims, instead of filing claims upon them. Thousands of dollars to the grain trade is being lost annually because of their belief that nothing can be accomplished on such claims.

Get your scales working perfectly—get them regularly inspected—get the claim filed within six months—and the shippers on the lines now declining such clear record claims will eventually get settlements upon them.

THE Bureau of Markets is making an effort to standardize the bushel measure, by having all states adopt the "struck" Winchester bushel of 2,150.42 cubic inches.

NEWS LETTERS

INDIANAPOLIS

EARL BULLOCK - CORRESPONDENT

ADJUSTMENTS of freight rates on export shipments of grain originating in Illinois and western Indiana have been approved by the Interstate Commerce Commission, thereby correcting certain rate discriminations which have existed against Indianapolis and in favor of Peoria, St. Louis and other middle western cities, it has been learned. The new rates apply to the following railroads: Big Four, Pennsylvania, Monon, C. I. & W., Lake Erie & Western, Illinois Central, Terre Haute, St. Louis & Western, C. & E. I., and other railroads in western Indiana. These lines have made a reduction of 1½ to 2½ cents for 100 pounds on export shipments, in order to give Indianapolis and Indiana an equal opportunity with the middle western cities. These rates were made effective July 1. The old rate discriminations, it was said, practically shut off Indianapolis from European export business in grain, and were serious handicaps in the shipping of grain products. L. E. Banta, traffic manager for the Indianapolis Board of Trade, said that under the new tariff Indiana shippers can resume buying in Illinois and western Indiana fields. The new rates, he said, also permits the consignment of grain to Indianapolis for grading and reconsignment for export on a through rate basis. The object of the adjustment was to make Indiana rates correspond to rates on grain originating west of the Mississippi River, which were reduced some time ago.

The Elkhart Feed & Supply Company recently engaged William E. Smith of Indianapolis as salesman and when Smith, in his first week turned in 16 orders, the company manager congratulated themselves on their new representative. But, when they went out to deliver the goods, they discovered every one of the 16 orders was fraudulent, vacant lots existing at some of the addresses Smith turned in. The company had paid Smith \$25 for his first week's work and when he was called to account he admitted he had none of it left. Petit larceny and false pretense charges were filed against him and he has been fined and sent to the state farm for six months.

A grain handling elevator will be operated in Richmond soon, according to the announcement of Edwin Price. He had leased the grain handling facilities of the building formerly known as the Champion Roller Mills. The lease was made from George Seidel, of the Pilot Motor Company, which recently acquired the property. Only the east side, with the elevator machinery, was leased, no plans being made for flour manufacture.

The American Hominy Company at Terre Haute has filed a petition with the County Board asking for a decrease in valuation in one of the most unique petitions ever filed in the state of Indiana. The Terre Haute plant is located near the banks of the Wabash River. The company owns considerable valuable factory ground surrounding the plant and during the past few years several lots fronting the river have been eaten away by the current so there are no lots left, yet the company is still assessed on the tax duplicates for the absent lots.

The Whitelock Milling Company, whose big wheat elevator was destroyed by fire in March, and which bought the big elevator at Petersburg belonging to John Damewood and Charles Carlisle, have the new elevator equipped and began taking in wheat recently. The old elevator was remodeled after the Whitelock company bought it.

The Farmers' Elevator Company at Laketon, Ind., has increased its capital stock from \$40,000 to \$80,000.

A petition asking for the vacation of an alley was presented to the board of public works by the Farmers Co-operative Company, which is building a grain elevator and mill in the extreme southwest part of Terre Haute.

A case of more than usual importance to the trade has been decided in Indianapolis relative to payment for any employee who leaves the employment of any manufacturing concern. Judge Chamberlain in circuit court has just held as unconstitutional the act of March 3, 1915, which provides a penalty for any

employer who fails to pay any employee within 72 hours after the employee either leaves his employer's service voluntarily or because of discharge. Prominent men in the trade here say that in times of rapid labor turnover, the act worked a considerable hardship and caused needless expense in the office overhead. Attorneys in memoranda submitted to the court pointed out that such a law takes the property of the defendant without due process of law, offers no protection to the employer, is unreasonable, oppressive and excessive in its penalty and does not cite or require the employee to bring suit at any given time.

The Harrison Milling Company, organized at Lawrenceburg to manufacture stock and poultry feed, has been capitalized at \$45,000 with 220 shares of preferred and 230 shares of common stock. Officers have been elected as follows: Nathaniel E. Squibb, president; Glen Dair, vice-president; Thomas S. Cravens, secretary; Frederick H. Biddinger, treasurer; Julius P. Carter, N. E. Squibb, Thomas S. Cravens, Glen Dair and F. H. Biddinger, directors. The company has bought the old Dair Bros. flour mill on the Whitewater River in Harrison Township for \$20,000. The mill will be remodeled and enlarged, and it is expected to be in operation by September 1.

Anticipating the seasonal demand for freight cars to move grain from the Western States, the Pennsylvania lines have started a force of men to work repairing rough freight cars at the East Washington Street and the transfer yards of the company. It is said this year the company is endeavoring to be better prepared than ever before to meet the demand. The men are working to get freight cars, formerly used for shipping rough freight, such as brick and tile, in shape for carrying grain. Already 100 cars have been repaired and sent to the grain belt.

Suit to recover \$15,000, said to be due on a contract for flour has been filed in the Federal Court by the Shawnee Milling Company, of Kansas, against the Union Grain & Feed Company, of Anderson. The bill charges that the defendant company repudiated contracts entered into in 1920 and 1921 for flour at prices ranging from \$10.61 to \$12.75 a barrel.

The new mill and feed store at Salem, Ind., owned by Brewer Summers, Motsinger & Hinds, was opened for business July 1. The mill is electrically equipped and it is one of the largest in this part of the state. Three bins for wheat storage, with a capacity of 15,000 bushels, are yet to be built. Charles Hammer-smith will have charge of the mill.

Joseph A. Kebler, head of the Indiana district for R. G. Dun & Co., has been elected president of the Indianapolis Board of Trade. Mr. Kebler has taken an active interest in civic matters since he came here several years ago. Harvey Mullins was named vice-president and Tom Oddy was treasurer. W. H. Howard is the general secretary. Mr. Howard said in his report of the work for the last fiscal year that the Board had had an exceptional year. The grain committee showed that more than 45,000,000 bushels of grain had been inspected, or an amount only slightly short of the year previous.

C. C. Cartwright, C. C. Russell and Margaret E. Walter, all of Portland, Ind., have formed the Russell Elevator Company of that city with a capital stock of \$50,000.

John Clark, age 39, of Kokomo, Ora Lantz, age 17, of Russiaville, and Claude Overshulster, age 22, of Flora, are held in the Cass County jail, at Logansport, charged with the robbery of the Lincoln Elevator, May 20. The three have confessed the crime, according to the authorities, who add they have named a fourth man, who has not yet been arrested.

The Springer Grain Elevator at Kennard, near New-castle, was burned to the ground recently when struck by lightning during a severe electrical storm. The elevator was owned by Bert Springer of Indianapolis.

The Kinney Grain Company of this city has sold its elevator interests in Tipton to O. F. Brower, a resident of Tipton, but formerly of Seymour. This is one of the largest elevators in that part of the state and was formerly managed by H. C. Clark.

The proposed organization of a grain exchange in Evansville was put up to the county commissioners of Vanderburg County recently, and referred back to the Committee of the Chamber of Commerce and the Farmers' Federation. The county commissioners had not understood that the fitting up of the ex-

change was to be paid for by the county. James S. Johnson, secretary of the Chamber of Commerce, says there should be no delay in the establishment of the exchange, as new wheat is now coming into the local market and it should be properly inspected, he points out.

John Herman Beckmann, age 79, a large lumber dealer and grain buyer at Ferdinand, Ind., died recently at his home there. Mr. Beckmann was a member of the Dubois County Council for about 20 years and during his term of office the present courthouse at Jasper was built. He was a veteran of the Civil War and a member of Shively Post No. 68, Grand Army of the Republic, at Huntingburg.

CINCINNATI

HARRY A. KENNY - CORRESPONDENT

REPRESENTATIVES from every grain exchange in the United States and from most of the leading wholesale associations met at the Hotel Sinton last month and made preparations to combat the economic fallacies promoted by the United States Grain Growers, Inc., which was organized recently in Chicago and other western cities, with its purpose to eliminate the middlemen.

These preparations announced at the conclusion of the session by the secretary of the Grain Dealers National Association, Charles Quinn, Toledo, Ohio, were the appointment of an Executive Committee of five members, with power to take steps to meet the emergency and decision to obtain funds with which to conduct propaganda work amounting to no less than \$250,000.

Sixty-eight invitations were sent out from the headquarters of the Grain Dealers National Association, Toledo, announcing the meeting which took place here. Of the 68 organizations invited, only three failed to send representatives. Twenty important grain exchanges were represented by one or more delegates and the following associations had proper representation:

State Grain Dealers Associations, Wholesale Coal Dealers Association, Wholesale Lumbermen's Association, Wholesale Implement Vehicle Association, Wholesale Grocers Association, National Hay Association, Millers National Federation, National Feed Dealers Association, National Seed Men's Association and the United States Chamber of Commerce.

Benjamin E. Clement, Waco, Texas, president of the Grain Dealers National Association, presided at the session and announced the appointment of the following committee: R. I. Mansfield, Chicago, chairman; L. W. Forbell, New York; Joseph Lawther, Dallas, Texas; John J. McHugh, Minneapolis and Benjamin F. Hargis, Kansas City.

This Executive Committee according to instructions given through the presiding officer has the power to take steps to meet the emergency caused by the United States Grain Growers, organizing with the purpose of eliminating the middleman, as substituting a distributing system of their own and to appoint a general committee not limited in number. The appointment of a Finance Committee to obtain pledges of funds amounting to not less than \$250,000 to be used in combating the propaganda being disseminated by the United States Grain Growers also was authorized.

Charles Quinn discussing the subject after the adjournment of the meeting, said the U. S. Grain Growers, among other things, have formulated a legislative program in Washington, which includes the passage of a bill by Congress to render them immune to the Sherman Anti-trust Law, which if passed would give to them privileges denied any other body of American citizens.

"Such a bill," he said, "would enable them to form a monopoly in products of the farm, especially of grain, and any organization that gets a monopoly extends the price as far as possible. We are not afraid of their competition, as we are efficient. If the steel trust requested the passage of such a bill they would all be thrown in jail. They are against the consumer and favor the interests of the producer alone."

A part of the U. S. Grain Growers legislative plan in Washington as explained by Mr. Quinn was the recent passage of the tariff bill which contained a stipulation excluding the importation of all foreign grains. Eight hundred million bushels of wheat are grown in the United States of which between 500,000,000 and 600,000,000 bushels are consumed at home, while the rest is available for export, Mr. Quinn said.

Contents of a resolution adopted just prior to the close of the meeting were as follows:

The grain trade and general business interests are directly menaced by adverse legislation—both state and national—arising on demand of organized special interests.

We hold all class legislation to be vicious, indefensible and inimical to the general welfare. We deplore the attempt of special interests by

class legislation to break down the present competitive individualistic business principle and the substitution therefore of bureaucratic control.

This menace of adverse legislation is the result of widespread dissemination of misinformation and false economic theories.

It is the duty of every loyal citizen to oppose movements which are destructive to the best interests of this country.

Therefore be it resolved that the representatives of the organizations assembled pledge themselves to a campaign of education for the correction of the erroneous impressions which are widely prevalent and which have resulted from the spread of these false doctrines and that we pledge ourselves to organized opposition of all class legislation both state and national.

Announcement was made by the secretary that the meeting was held in Cincinnati because of its central location, not because of any other significance.

B. J. Drummond, executive secretary of the Cincinnati Hay & Grain Exchange, announced last month to members of the Exchange that the Southeastern Railroad lines have a tentative proposition before the Southern Rate Commission to adjust the fourth section violation of the Interstate Commerce Commission to bring about an adjustment of rates which will result in increases to some points and reductions to others, the advance affecting Florida points principally. No supplements to tariffs have been published and there may be further changes before the tariffs are whipped into shape, Mr. Drummond said. All shippers should watch these classes closely. The contemplated changes effect only shipments moving in class rates which would interest hay shippers mostly, as that commodity is moved into Florida territory on class D. rates.

L. J. Faber, Barnesville, Ohio, master of the Ohio State Grange; C. A. Dyer, Coalton, overseer and W. G. Vandembark, Zanesville, secretary, held a conference at the Grand Hotel last month with Thomas Quinlan, secretary of the Committee on Conventions and Publicity of the Chamber of Commerce, and representatives of the granges in Hamilton and adjoining counties to discuss plans for the meeting of the Ohio State Grange to be held in Cincinnati next December. It also is proposed to invite Henry C. Wallace, Secretary of Agriculture, to attend the meeting and deliver an address at a session open to the public. Local committees with Clarence Roubush as general chairman, were appointed to co-operate with the Agriculture Committee of the Chamber of Commerce in planning for an agricultural exhibit.

Application for appointment of a receiver for the Nutritia Company was made in the United States Court here last month by George L. P. Squibb of Lawrenceburg, Ind. He is a guarantor with others of the Lawrenceburg State Bank on accounts of the Nutritia Company to the amount of \$10,000 and guarantor with others for \$80,000 to other banks and concerns for accounts of the same company. Demand for appointment of a receiver, he says, is for the reason that the Nutritia Company has allowed its indebtedness to the Lawrenceburg Bank to grow to \$5,000 and is making no effort to reduce it. A note for \$5,000 to the First National Bank, of Aurora, Ind., also is said to be uncared for while the Nutritia Company is charged with allowing its property to be wasted and dissipated. The Nutritia Company has offices in the Carew Building where it is engaged in the grain and hay business with, N. F. Squibb as president and F. C. Elkenberry, vice-president.

Max Blumenthal of the grain and hay firm of the same name, has transferred his interests in the hay department to his manager, Edward A. Smith, so as to afford more time to devote himself to extending his barley business, in which he has specialized for many years. Mr. Smith's entire business career has been associated with the hay trade, in which he is well and popularly known, having entered the employ of the Fleischmann interests as a boy of 14 years and by whom in recognition of his ability and loyalty he was promoted for many positions of responsibility to the management of the Union Grain & Hay Company. Mr. Smith is worthy of the support and confidence of all who have dealings with him.

Walter Hopkins, of the Mutual Commission Company, has returned from a two weeks' visit to the East, where he attended the reunion exercises of the University of Pennsylvania.

The Cincinnati grain market was featured by the first carload of new hay of the season arriving on the plugging track of the Cincinnati Grain & Hay Exchange last month. The car contained Clover Mixed of fairly good quality for which \$15.25 was bid and \$15.50 asked. This is the regular time for the arrival of new hay, grain dealers said.

Invitations to representatives of the Michigan Grange and other farm organizations of that state who will tour the state of Ohio the latter part of August, asking them to visit Cincinnati will be sent out by the Agriculture Department of the Chamber of Commerce. Information has been received here that 600 farmers traveling in automobiles accompanied by motor trucks to carry their camping out-

fits would tour the state stopping from one to two days in each locality. At present their itinerary includes no stop nearer than Columbus, and efforts will be made to have them come to Cincinnati.

William Riley of the McQuillan Hay & Grain Company entertained his friends last month with an outing at his summer home on the Whitewater River, New Trenton, Ind.

B. J. Drummond, secretary of the Cincinnati Grain & Hay Exchange, accompanied by his family, left on July 9 for a two weeks' vacation in southern Michigan. Before returning to Cincinnati, Mr. Drummond will visit his birthplace at Greenville, Mich.

MINNEAPOLIS

H. A. PAUL

CORRESPONDENT

RELIEF from the intense heat and drought which endangered the crops in the Northwest has given a new aspect to the crop, which, according to late reports, is in a fair way of being bumper in size, with little or no damage from the long dry spell. Rye and barley are said to be the finest in years and are now being harvested in Minnesota and North Dakota. The American Steel & Wire Company, covering the condition of crops in all parts of the country reported for Minnesota as follows: Pastures, good to excellent; hay, good to very good; Clover and Alfalfa, poor to good; oats, good to very good. Optimistic reports were received from Montana and also from the Judith Basin in Montana and from Devils Lake, N. D. A recent flurry of snow in the Gallatin Valley did no damage, while heavy rains about Bozeman have put that section in excellent condition.

W. F. Schilling of Northfield, Minn., has been elected permanent president of the Farmers' Finance Corporation, a subsidiary of the United States Grain Growers, Inc., according to reports from Chicago, where a directors' meeting was held.

The first Minnesota rye cut this year was harvested on the farm of Fred Hagender, at Prairie Island. The crop was exceptionally heavy and matured two weeks in advance of last year's crop.

D. P. O'Neill, a member of the State Board of Grain Appeals, said, in a recent interview: "The Steenerson Bill, now before Congress, is a measure, which, if enacted, will tend to eliminate the practice of mixing wheat at Minneapolis, because it provides for the grading of grain on its merits as grain, and not on the amount of foreign material in the wheat. As is generally known to grain men, the foreign material in wheat is classified as that which is separable, and that which is inseparable. That which is separable we call dockage. The inseparable foreign material is subdivided, a differentiation being made between that which is cereal grain and that which is not. Those who favor the Steenerson Bill want to take all the foreign material and have it classified as dockage, so that wheat can be graded on its merits: As it stands now a farmer raising good wheat is penalized simply because of the presence of a small percentage of other grain or foreign material."

Three million bushels of wheat are reported to have been signed in North Dakota to be marketed through the United States Grain Growers, Inc., practically all of it being pooled. More is expected to be signed during the coming few weeks.

The Waseca Milling Company was sold at auction to the Cargill Commission Company of Minneapolis before the referee in bankruptcy, Jean A. Flittie of Mankato. They bought the plant for \$13,000 cash and assumed all incumbrances, amounting to \$12,000. The creditors will receive 10 cents on the dollar.

A three-cornered fight is being waged here over a petition of the Minneapolis & St. Louis Railroad and the Minnesota Transfer Railroad, joint petitioners, to have the Interstate Commerce Commission give a final decision on the two railroads application for increased switching charges. The Minnesota Railroad and Warehouse Commission is preparing to make a thorough investigation of all interline switching charges in Minneapolis and St. Paul, according to A. L. Flinn, traffic expert of the Commission. Protest was made against the Interstate Commerce Commission reopening the Minneapolis & St. Louis Railroad case until the state commission should be ready to make its inquiry into all switching charges by W. P. Trickett, managing director of the Minneapolis Traffic Association. The railroads asked to have switching charges increased from a range of \$2 to \$2.50 to one of \$6 to \$10. The Interstate Commerce Commission granted a temporary increase to a maximum of \$3, which the two railroads refused to put into effect, asking a final determination. The railroads' contention is that the present switching charges are

below cost and result in approximately a monthly loss of \$40,000 for the Minneapolis & St. Louis road. Opposing the granting of any increase are such roads as the Burlington, Rock Island, Great Western and Omaha, all of which enter Minneapolis on trackage owned by other companies.

Dwight M. Baldwin, W. A. Thomas, L. F. Strong, William C. Edgar, Robert T. Beatty and A. L. Goetzmann attended a mass meeting of millers and grain men recently held at Chicago. John G. McHugh, secretary of the Minneapolis Chamber of Commerce, attended the grain dealers' meeting in Cincinnati, Ohio, which is soon to launch a campaign against the co-operative marketing movement. Mr. McHugh is a member of the Executive Committee of the new organization.

On July 22, members of the American Phytopathological Society, an organization of plant disease experts, will go to Fargo, N. D., where they will inspect the growing wheat in the Red River Valley. The society will hold its annual meeting in the Twin Cities, July 19 to 21. This year's session will be taken up entirely in the study of diseases of wheat and other grains. Part of the time will be spent at the University Farm, St. Paul, inspecting field plots and laboratories of the plant pathology division, and part in Minneapolis, inspecting the handling of wheat, particularly damaged wheat, by the millers. Scientists from England, France, Russia, Sweden and South America have been invited to the Twin Cities meetings. The most important questions to be decided by the society are as follows: Is wheat, slightly shriveled by rust or other plants diseases, unfit for use by the millers, as they themselves claim? Or is it fit for use, and actually being ground into flour, as the farmers claim?

MILWAUKEE

C. O. SKINROOD

CORRESPONDENT

MILWAUKEE grain men have their eyes directed toward the new crop and the probable prices of the harvest which has recently begun. Lower prices for grain are likely in the opinion of one prominent Milwaukee grain dealer. He points to the declines in the market almost every day, indicating a weakened condition which cannot stand heavy offerings.

A large surplus is left from the last crop especially of all the crops except wheat, he points out, while yields will no doubt be heavy in most lines. This, with elevators bulging with grain, with little consumptive demand, and with a great tide of grain coming in from the country, cannot help but force the price down to somewhat lower levels.

Some grain dealers are talking about oats in the twenties if the present slump continues, while other grains it is believed will correspond in price levels. Not manipulation, the grain men say, but the sheer weight of supplies, with very little buying demand is the overwhelming force in the market bearing it down. The grain exchanges have nothing to do with this decline, is the sentiment, and while low prices are disastrous for the farmer loaded up with old debts, the grain can only be bought at prices at which it can be sold again, so the dealers state in explaining that while prices of grains are low, they are more than likely to be considerably lower in the course of the next few weeks and months.

Wisconsin crop reports from many sections of the state are far from rosy. One leading banker well acquainted with the best grain belts of the state says that grains were dry while filling and that oats and other late grains are likely to be light, chaffy and poorly filled, the force of the heat and the lack of water being a bad combination for grain crops. The wheat crop is reported fair, but ripening very fast. Winter wheat is being, or has been harvested in southern counties. Barley ripened much too fast and is not well filled. Rye was cut early and escaped most of the damage from heat and dry weather. Pastures have been burned out in many places with no rain for four or five weeks at a stretch, although scattered showers have saved some localities.

The corn crop is booming under the spell of the hot weather in this state. The stalks are shooting up and many fields are already tasseling under the hot house forcing of the crop. Corn is expected to be an excellent yield as late rains will suffice for this crop. Timothy was cut earlier than usual and it was a light crop.

The effect of the present low prices on the farmer are clearly shown by the official table showing what farmers in Wisconsin received for their grain in June. The average for corn on the farm dropped from 68.3 cents a bushel for May to 58.2 cents for June. Oats sold on the farm on the average for 38.6 cents in May and 37.2 cents in June. Barley actually increased from an average of 59.7 cents in

THE AMERICAN ELEVATOR AND GRAIN TRADE

Fortieth Year

May to 60.5 cents a bushel in June. Wheat increased from \$1.22 a bushel on the average in May to \$1.25 a bushel in June. Hay dropped from \$15.93 per ton in May to \$14.83 in June. On the other hand the June prices for grain to Wisconsin farmers are much higher than present market prices in July, indicating that the trend of grain prices is still strongly downward, with the exception of wheat.

* * *

The July rate of interest on advances at the Chamber of Commerce has been fixed at 7½ per cent which is one half of one per cent below the rate prevailing for some time.

* * *

Fairly large stocks of grain were held in Milwaukee early in July, the report showing 137,000 bushels of wheat, 519,000 bushels of corn, 406,000 bushels of oats, 140,000 bushels of barley and 22,000 bushels of rye. Many ship loads of grain are going out from week to week so that steady shipments help to hold down the supplies held. In one day arrangements were made for shipments of 1,250,000 bushels of various grains.

* * *

Indicative of heavier grain sales were the offerings of grain the first day after the July Fourth holiday, when supplies were no less than 648 car loads. This was made up of 54 car loads of wheat, 375 car loads of corn, 126 cars of oats, 85 cars of barley and 8 cars of rye.

* * *

This is emphatically the season for big grain shipments on the Great Lakes, according to Walter J. Fitzgerald, one of the best informed vessel men of Milwaukee. Mr. Fitzgerald makes the rather startling statement that so far this season, shipments of grain by lake are 50 per cent larger than the tonnage for the entire season last year.

* * *

Rust has been reported from many parts of Wisconsin, especially on wheat and barley. Despite the fact of spotted fields in many counties, it is not believed that the damage will be serious.

* * *

The extent of the increase in the grain movement and the apparent willingness of the farmers to sell now, despite the constantly lower range of prices, is shown in the figures on receipts for April which were 1,556 cars as total receipts. This jumped to 1,953 cars for May, a gain of about 25 per cent. And the June receipts of grain were estimated at about 4,200 cars.

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A. R. Templeton was the representative of the Milwaukee Chamber of Commerce at the Cincinnati meeting of the Grain Dealers National Association in June.

* * *

The Milwaukee Traffic Club held the first of a series of dinners at the Milwaukee Athletic Club. The last meeting was attended by 125 who listened to nearly a dozen speakers on various transportation subjects.

* * *

Franklin P. Mann, one of the old time members who joined the Milwaukee Chamber of Commerce in 1899, is dead. Mr. Mann was president of the Milwaukee Bag Company.

* * *

The Milwaukee road reported that its grain movements in June was 75 per cent ahead of the traffic of May.

* * *

The Milwaukee Chamber of Commerce has adopted rules which provide for trading in barley futures. According to Secretary Harry A. Plumb, Milwaukee maltsters and others interested in the trade have been compelled to hedge at other markets where barley futures trading was permitted. This business, he says, was always found more or less cumbersome and difficult, so that the Milwaukee Chamber found it highly advisable to provide the same or better facilities here. The rules were consequently amended and added to in such a way as to make this trade possible.

One rule provides that the Board of Directors can declare certain elevators regular for storage of barley deliverable on future barley contracts in case an emergency exists requiring more storage room than can be supplied by the regular storage warehouses, or because of inability to obtain insurance on grain stored therein. It is expressly provided, however, that in such instances the elevators so designated as regular shall not involve a greater cost of delivery of grain to cars and vessels than is made by the regular elevators for such service.

Another section provides that grain in cars shall be valid tender on a contract on the last three business days of any month under certain specified conditions, the railroad receipts evidencing ownership taking the place of warehouse receipts.

It is provided, however, that in the case of tendering such cars, they shall be within the Milwaukee switching district, or if arriving from outside this district, when it has reached the railroad yards where samples are taken by the inspection department of the Milwaukee Chamber of Commerce, and when billed to an elevator the receipts of which are regular on delivery; provided, nevertheless, that grain

so delivered shall be unloaded into the elevator to which it is billed before the delivery can be deemed complete. Bills for grain so tendered shall not be due and payable until the elevator receipt covering the same shall have been delivered to the buyer.

Another provision of the new trading is that when the grade of grain tendered is proper under the rules, and inspection has been made in the last three days of the month, the seller shall be deemed to have guaranteed this grade until the buyer has had a reasonable time to unload. Provided also that if the grade of such grain is later changed, such change shall not invalidate any deliveries on contracts of grain made before the change. And the adjustment of damages sustained by the holder of grain shall be determined on the basis of market price the day of delivery and such damages shall become at once due and payable.

In an emergency the Board of Directors can make grain in cars a valid tender on contracts on any business day of the month, providing the inspection has been made in the previous 72 hours. Excess or shortage on weight in unloading shall be settled for at current market price on the day the variation is known to both parties concerned.

Another amendment provides that on contracts for the purchase and sale of property deliverable at the convenience of the seller in a specified period, the property may be delivered on any business day during that period when such property is for delivery from any regular storage place in Milwaukee, but when the property is for delivery from licensed public elevators in other markets, it may be delivered on any business day during the period, up to and including the business day preceding the last business day of the period.

An amended section also provides that all contracts for the purchase or sale of barley in this market maturing after August 31 of each year, unless otherwise stipulated, shall be understood to be for barley of the last crop harvested of the grade known as No. 2 barley, or No. 3 barley at a deduction of 7 cents a bushel from the contract price, or the higher grades of barley.

New grades of barley are also established under this ruling so that No. 2 barley shall be of one type of barley—a six rowed barley of the Manchurian type such as is raised in Wisconsin, Iowa, Illinois, Minnesota, Dakotas and other states. It shall not contain any of the Bay Brewing type commonly known as Coast or Southwestern type. A mixture of not more than 5 per cent of two rowed barley is permitted.

It is further provided that barley in the No. 2 grade shall be cool and sweet, of a healthy color and not less than 95 per cent visibly sound. The test weight per measured bushel shall be determined annually by the supervisors of grain inspection and weighing as soon as practicable after the crop is harvested. On the basis of 1920 crop it must be 46 pounds or more.

It is also provided that No. 2 shall contain not to exceed 2 per cent of seed and dirt and 4 per cent of other grain, of which not to exceed one half may be wild oats. It shall not contain any barley which has been clipped or scoured in a manner, or to an extent to destroy its germinating or malting properties. Other barley grades are based upon this grade as a standard.

* * *

A matter of interest to the grain and shipping trade is the passage by both houses of the Wisconsin legislature of a resolution to give the attorney general of the state power to begin a suit before the United States Supreme Court against the state of Illinois and the city of Chicago, requiring the raising of the water levels in Lake Michigan. The Association of Commerce of Milwaukee reports that many ships in Milwaukee can scarcely move in low water because of the steady lowering of lake water levels.

* * *

Mark Farley, veteran receiver of grain quotations for the Chamber of Commerce board, has been on the job 25 years. Mr. Farley is a great favorite with the grain men. He has been on the job every day in that time except for vacations—no time off for sickness, for he has never been ill. Mr. Farley says he likes the wild days on the board when the prices jump in all directions. He refers to the erratic market in the "Leiter days," also the tremendous movements at the opening of the big world war. He remembers when wheat sold down to 65 cents 25 years ago as compared with the \$3.25 at which it sold in 1920.

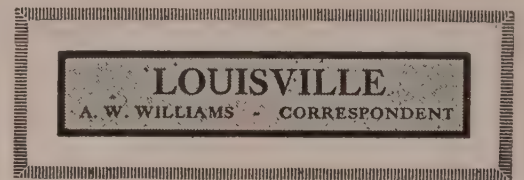
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Receipts of grain at Milwaukee for the first week in July were 1,231 cars as compared with 1,048 cars last week, 967 cars a year ago and 630 cars in 1919.

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Estimates have been made at Milwaukee that the new St. Lawrence deep waterway route will save the grain growers of the Northwest about \$183,000,000 in freights annually. One comparison shows that Montreal takes the same freight rate to foreign ports as Atlantic Coast ports and that the rail rate alone to the Atlantic Seaboard is 12 cents a bushel. It is estimated that the European rate could be cut down by this waterway about 10 cents a bushel, which, if

added to the price of grains raised in the Middle West—more than 3,000,000,000 bushels, would mean something like \$300,000,000 a year saving or more. This compares with the total cost of the waterway of about \$250,000,000 and annual upkeep of about \$2,000,000.



BUSINESS with the local grain and hay trade is more promising as a whole, the elevator operators reporting a little wheat moving, and prospects for larger movement, as it looks as though this is one of the years when farmers will move their grain early, and as mills are buying conservatively it looks like a good deal of wheat will go in storage.

The elevator trade needs storage badly, as corn and oats have been in light storage and movement, and the elevators have had a poor year as a whole. Right now it is held farmers are anxious to sell early, having lost heavily last year by holding. Although there is considerable low grade wheat this year which will only be good for chicken feed there is some very good quality wheat. This may make for stiff prices in good wheat, but markets are working lower, and No. 2 grade wheat is 10 to 15 cents a bushel lower than at the first of the month.

The Kentucky Public Elevator Company reports a few cars of wheat in, but not much movement of corn or oats, but with fair prospects for heavier storage of wheat this year than for the past two or three years, due to the early movement from farms, and the fact that millers are not anxious to stock very heavily. Oscar Fenley, president of the company, has left the city for his usual vacation.

* * *

Reports on hay show that some very good cuts of Alfalfa have been made in western Kentucky this year, the second crop having recently been cut. It is claimed that a good deal of White Clover is found in all fields this year. Timothy, Red Top and other grades have done very well, while Red Clover has been fair. Dry weather and intense heat promises an early harvest on hay crops.

Old hay is selling in Louisville in carlots, baled, as follows: Timothy, No. 1, \$20 a ton; No. 2, \$18; Clover, No. 1, \$15; No. 2, \$13; mixed, No. 1, \$18; No. 2, \$15; wheat and oat straw, \$13; rye straw, \$17. Movement of hay is only fair, but promises to pick up as a result of grass becoming burned up.

* * *

Feed prices are lower as production of mills is greater than consumption, and stocks with mills running full on flour are piling up. Bran is quoted as \$21 a ton; mixed feed, \$23; middlings, \$24; hominy feed, \$27.

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Grain prices in Louisville are holding fairly well, No. 2 White corn being at premium in view of milling and human consumptive demand. White corn being quoted at 68 cents a bushel; Yellow, 65 cents, and mixed 64 cents. No. 2 White Oats are quoted at 39½ cents; No. 3 White, 39 cents; No. 2 mixed, 38½, selling carlots, bulk, Louisville. New oats are being cut at the present time, and will soon be on the market.

* * *

Wheat prices are weaker than they were early in July, when mills were quoting \$1.25 a bushel, with some sales at \$1.35 in western Kentucky and parts of Tennessee. Movement to market is reported as heavy, but a good deal of poor quality wheat is moving, consisting of shriveled wheat, injured by intense heat and dry weather, and weighing from 48 to 58 pounds to the bushel. Yields as a whole are very fair.

* * *

On July 8, the Ballard & Ballard Company, millers of Louisville, stated: "Unfortunately we cannot buy new wheat in any appreciable quantity under \$1.25 per bushel, Louisville. Frankness compels us to say that the new wheat crop is short in quality as well as quantity. It is the duty of the salesman to tell the facts to the trade. Mills this crop year will have to pay a big premium for the proper character of wheat. As you know, the Chicago wheat market is very nervous and erratic. Keep in closest touch with us by telegraph, as every carlot transaction under present market conditions, must be subject to an exchange of telegrams between the salesman and the Louisville office." This was a letter to salesmen.

* * *

Louisville wheat mills are now operating full time, or six days a week, operating night and day, and report that wheat is in sufficient supply for full time operations. Mills started on July 5, after being down for about a month.

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Reports from various sections of the state on new wheat show fair yield as a whole, but quality is only fair at best. Danville, Ky., reported that much straw collapsed in that section, resulting in falling and waste of wheat. Hopkinsville, Ky., reported the best wheat crop since 1914 in Christian County. For years the county has been having bad luck crops, and falling short

of the million bushel record of 1914. Henderson, Ky., reported fair wheat crops, and some good deliveries from farms. Western Kentucky as a whole reported very fair wheat, while central and eastern Kentucky didn't fare as well. Evansville, Ind., reported only a fair crop and much damaged grain. Columbus, Ind., also reported an unsatisfactory crop.

The Bluegrass Stock Food & Fertilizer Company has been organized at Cynthiana, Ky., by D. R. Kinbrough, S. H. McDowell and J. C. Dedman.

The Central Feed & Produce Company, of Hazard, Ky., has filed articles of incorporation fixing its capital stock at \$6,000. The incorporators named in the papers are W. G. Begley, H. M. Baker and R. E. Tucker.

Fire which broke out in the roof of an 80-foot grain elevator cupola at the plant of the Kentucky Feed & Grain Company was extinguished in 10 minutes by firemen called to the scene. When firemen arrived the blaze was creeping downward to where a large quantity of grains was stored. Lines of hose were carried to the roof and the fire quickly extinguished. J. L. Marshall, president of the company, was unable to give an estimate of the damage done, but said that it was caused mostly by water and smoke. It is covered by insurance, he said. The building is of brick and frame construction.

The storage warehouse of Layman Bros., feed and grain merchants at Princeton, Ky., was destroyed by fire recently with a loss of \$15,000.

The price of wheat during the coming season will range from \$1 to \$1.25 a bushel, in the opinion of the Central Kentucky Millers Association, which held its annual meeting at Lexington, Ky., June 17. During a round table discussion it developed that a number of sales recently had been made at that figure in Kentucky. According to information brought to the meeting by the 40 millers in the district, the yield is below normal this season and of poor quality, even though the acreage is larger than heretofore. The average will be about 10 bushels to the acre, it was said. Threshing prices in some counties will be around 25 and 30 cents, members say, though it is understood that some farmers in Shelby County are making contracts to thresh at 11 cents a bushel.

DULUTH

S. J. SCHULTE - CORRESPONDENT

THE Board of Trade has designated No. 1 Northern Spring wheat as the contract grade on the market. The following price differences have set for the season for deliveries of other grades: No. 1 Dark Northern at 2 cents above the contract price; No. 2 Dark Northern Spring at 2 cents under the contract price; No. 2 Northern Spring at 4 cents under the contract price; No. 3 Dark Northern Spring at 10 cents under the contract price, and No. 3 Northern Spring at 12 cents under the contract price.

M. C. Rheinberger has been appointed representative of the Kellogg Commission Company on this market, taking the place of E. S. Ferguson who has removed to Minneapolis. He has been elected a member of the Board of Trade, having taken the membership of C. M. Case.

C. C. Blair, secretary of the Globe Elevator Company, has been elected a director of the Board of Trade to fill the vacancy created through the resignation of E. S. Ferguson.

The Duluth Board of Trade membership of E. S. Jennings has been transferred to Thomas L. Gibson of the Itasca Elevator Company. The Hickman Grain Company of Winnipeg has been elected to membership on the Board and the R. B. McLean Company of Winnipeg has withdrawn from membership.

R. M. Knox has been elected a member of the Duluth Board of Trade, having taken over the membership of G. B. Gunderson.

Fred S. Lewis of Chicago has been elected a member of the Board of Trade, the membership of Harry J. Grafton having been transferred to him.

Elevator men on this market are enthusiastic over the present Spring wheat outlook over the Northwest. The few days' of excessively high temperatures are regarded as having been a blessing in some districts. It is regarded as especially fortunate that the heated term came before wheat had advanced into the milk stage. As it is, it is considered to have resulted in cleaning out the undergrowth and to have largely eliminated the danger of black rust damage. Grain men who have covered Minnesota, North and South Dakota and Montana recently agreed in statements to the effect that the promise is bright on the

average in spite of the information sent in by some of the crop killers. The wheat plant is thought to be two weeks ahead of last year in its growth, and as result it is felt that it should escape danger of any serious deterioration through black rust. Chas. F. Haley, of A. D. Thomson & Co., lessees of the Great Northern Railroad's elevator system, asserted that the railroad's crop reports have been most encouraging since the recent rainfalls and the incoming of cooler weather. Mr. Haley expressed the opinion that the harvesting of good crops this fall would prove the salvation of the Northwest as the employment of labor and the funds realized through the marketing of the crops should assure activity in trade in Duluth and vicinity even in the event of the situation remaining draggy elsewhere over the country. Similar views were expressed by J. F. McCarthy, manager of the Capitol Elevator Company and by officials of the Globe Elevator Company.

W. W. Bradbury, representative of William Dalrymple on this market, recently returned from a 10 days' inspection trip by auto during which he covered over 2,000 miles, taking in districts in central and western Minnesota; central and eastern North Dakota and northeastern South Dakota. He found that wheat had a strong stand in most of the territory with sufficient moisture in the subsoil to carry the plant along with the usual showers between now and the harvest. As far as he could see, the wheat plant is so far advanced that it should beat out the black rust pest.

A. W. Frick, former manager of the Van Dusen-Harrington Company's business on the Duluth market, expressed the opinion that given another 10 days of the brand of weather that has prevailed over the Northwest since the beginning of July, the wheat crop should be safe in most districts.

Parker M. Paine, a member of Logan & Bryan, Chicago, who was a recent visitor on this market, expressed the view that the outlook is for better than average prices for most agricultural commodities next fall, which should be very beneficial in Duluth territory for the reason that the farmers should be placed in position to liquidate their bank loans and thus contribute towards easier financial conditions. There is little doubt in his opinion that Spring wheat and Durum will be in good demand over the Northwest up till the close of lake navigation next fall. Other grains, as he sees it, are also likely to move into consumption next fall at prices that would ordinarily seem attractive with the exception of oats that are selling at a low figure just now. Said he: "A farmer cannot expect war-time prices for his grains with the lower costs of production and the buying power of consumers greatly reduced. If any misguided combination were to attempt to bring about conditions establishing price levels above what the wage earner can consistently pay, it would mean an accumulation of supplies which would be a burden to the producer and cause a material lowering in values later on."

Hay is likely to be only a 50 per cent crop over this territory, in the opinion of R. M. White, of the White Grain Company, who has returned from an inspection trip by auto over Minnesota. The hay was thin in stand in most districts, Clover having been largely winter-killed. The oats crop will also be below par in most of the districts he visited, their growth having been hindered by early unfavorable weather. From information he could obtain, the quantity of last season's oats crop remaining in farmers' hands is much below the general estimates. That he found to be due to the fact that farmers have been grinding oats and other grains on their farms for feeding, thus accounting for the limited demand that has prevailed for millfeeds for some time back. Mr. White heard of country middlings having been sold at as low as \$14 a ton as compared with a normal figure of \$27, and a market running up to as high as \$55@\$60 last year.

Watson S. Moore, former secretary of the United States Grain Corporation but now making his headquarters at New York where he is specializing in export trade, is spending the summer here. He is of the opinion that foreign buyers will be in the market for the full American surplus of wheat and other grains this season. "Foreigners have shown themselves to be careful buyers and it looks as if they are unlikely to climb for grain and bid the market up against themselves as they did during the war period. They may be expected to buy on the breaks and at times when prices and shipping conditions favor this country," said Mr. Moore.

Duluth grain men have expressed gratification that the Capper Bill to regulate the exchanges was reported favorably by the Senate Agricultural Committee with amendments along the lines agreed upon by representatives of the grain exchanges. Dealers here are of the opinion that the trade will be able to function satisfactorily under the bill as it stands, and that the marketing of the crops will proceed in the regular way during the fall. In discussing the bill, H. F. Salyards, president of the Duluth Board

of Trade, said that he saw no difficulty likely to be created through admitting representatives of the co-operatives association to membership on the Board on the purchase of memberships, and their agreeing to conform to the regular trading rules.

The movement of Durum wheat and other grains to the Duluth market has been fairly good recently, but that is thought to have been mainly due to a cleaning up of elevator stocks rather than to any extra burst of marketing by farmers. Stocks of all grains in the elevators here are now approximately 8,000,000 bushels. Oats, bulk, up at around 5,750,000 bushels; wheat, at less than 1,000,000 bushels; flax, at 1,200,000 bushels; corn, at 176,000 bushels; rye, at 100,000 bushels, and barley, at 75,000 bushels. The movement of corn this way continued a feature during the last month. A ready market was found for all that grain coming in, preventing any accumulation of stocks.

NEW YORK

C. E. TRAFTON - CORRESPONDENT

THE president and Board of Managers of the New York Produce Exchange have appointed the following committees to serve during the ensuing year:

Grain: Yale Kneeland, chairman, Wm. H. Kemp, A. C. Field, W. C. Mott, and L. S. Leverich.

Delivery of Warehouse Grain: W. C. Mott, chairman, C. A. Robinson and Thos. W. Kane.

Hay and Straw: Wm. H. Clark, chairman, Frank S. Voorhees, Thos. M. Blake, C. C. Ramey and Clarence S. Betts.

Seeds: Wm. Jacot, chairman, M. H. Duryea, Ernest Wehncke, Chas. Wimmer and O. W. F. Randolph.

Exports: Geo. W. Blanchard, chairman, Monroe Washer, Wm. Beatty and E. Steinbrugge.

Carlot Grain: Jos. A. Abel, Jr., chairman, Edwin A. Barnes, J. H. Bowne, Wm. H. Kipp, Jr. and A. N. Mosser.

Grain Commission Rules: C. Walton Andrus, chairman, J. H. Bowne, C. C. Rubins, F. H. Teller and T. Harry Story.

Steamship Affairs: A. C. Fetterolf, chairman, O. M. Mitchell, W. J. Love, John McAuliffe Jr. and R. H. Blake.

Trade and Transportation: O. M. Mitchell, chairman, Geo. Rossen, H. Myers Bogert, Walter Moore and A. C. Field.

Flour: H. P. Piper, chairman, Fred. O. Seaver, Nelson S. Munger, Albert F. Janss and Chas. W. Jewell.

David J. O'Keefe of the Hansen Produce Company, Inc., is an applicant for membership in the New York Produce Exchange.

According to an announcement on the bulletin boards of the New York Produce Exchange, the firm of Martenis Bros., distributors of grain and feeds, has been dissolved by mutual consent. Wm. K. Martenis will continue in business under his own name.

John F. Lang of Howser & Wilson, grain merchants, is an applicant for membership in the New York Produce Exchange.

Howard M. Schaal, formerly associated with the Gere Grain Company on the Produce Exchange, has severed that connection and joined the forces of A. C. Field, Inc.

Howard Jackson of the firm of Jackson Bros. & Co., commission merchants on the Chicago Board of Trade, spent more than a week with members of the local grain trade late in June. Mr. Jackson received a cordial welcome from his many friends on the Produce Exchange, being warmly congratulated upon his recovery from the injuries sustained in an automobile accident last April, which had for some time caused considerable apprehension.

Theodore F. Ismert, well known in flour circles throughout the country as head of the Ismert-Hincke Milling Company of Kansas City, is an applicant for membership in the New York Produce Exchange, where he has been a frequent visitor for many years and has a host of friends in the flour and grain trades.

Carhart J. Martenis, formerly a member of the firm of Martenis Brothers, dealers in grain and millfeeds, has formed the C. J. Martenis Grain Company and will conduct a similar business on the Produce Exchange, having made application for admission to membership.

A notice has been posted on the bulletin boards of the Produce Exchange to the effect that Leonard E. Broenniman has resigned as director, vice-president, and treasurer of the Broenniman Company, Inc., flour and grain merchants. Mr. Broenniman retires from active connection with the business, but retains his interest as a stockholder in the corporation. George

THE AMERICAN ELEVATOR AND GRAIN TRADE

Fortieth Year

R. Flach has been elected vice-president in addition to his duties as secretary. Henry J. Drake has been elected treasurer.

Harold H. Daly of the Schilthuis-American Trading Company, grain exporters, has applied for membership in the New York Produce Exchange.

The following prominent members of the grain trade on the Chicago Board of Trade were among the recent visitors on the New York Produce Exchange: J. E. Cairns of Jackson Bros. & Co.; John Sheerin of E. W. Wagner & Co., and Wm. P. Anderson, president of Wm. P. Anderson & Co.

PHILADELPHIA

T. A. SIEBER CORRESPONDENT

AT THE recent annual meeting of the Pittsburgh Grain & Hay Exchange the following directors were elected: Wm. Leubin of Geidel & Leubin, who was later selected by the Board for president of the Exchange; Alfred Lawton Jr., who became secretary; George E. Rogers and Wm. Walter. Other officers chosen were I. N. Daker, vice-president and John Floyd, treasurer.

According to the monthly report of the statistician of the Commercial Exchange, the stocks of grain in public warehouses in Philadelphia on July 1 were: 561,090 bushels wheat, 760,136 bushels corn and 219,084 bushels oats, compared with 451,244 bushels wheat, 276,309 bushels corn and 242,703 bushels oats on June 1 and 2,379,593 bushels wheat, 92,116 bushels corn and 205,966 bushels oats on July 1, 1920. Receipts of grain at Philadelphia during the month of June were: 2,551,856 bushels wheat, 2,055,508 bushels corn, 245,179 bushels oats and 75,018 bushels rye. Exports from this port during the month of June were: 1,825,959 bushels wheat, 1,814,686 bushels corn and 75,332 bushels rye.

George M. Richardson, head of the grain and flour firm of the same name, has taken his family to Atlantic City, N. J., for the remainder of the summer.

New memberships in the Commercial Exchange have been petitioned for during the past month by International Freightage Corporation and Gross Bros., Inc.

J. B. Pultz, head of the grain firm of J. B. Pultz & Co., left this week for a two weeks' motor trip to Poughkeepsie, N. Y.

S. F. Scattergood, head of the grain firm of S. F. Scattergood & Co., and wife, left this week on a motor trip to the Bushkill Mountains, Pa.

A. Meyers will be managing partner of the New Lemaster Elevator Company, Lancaster, Pa., succeeding the Lemaster Feed & Grain Company.

A charter has been granted, under the laws of Delaware, to Ross Seed Company, Inc., to trade as wholesale and retail dealers in seeds, etc., with a capital of \$250,000.

E. R. Rockafellow, of the firm of E. K. Lemont & Son, grain and flour merchants, has started on a business trip through Pennsylvania and New Jersey.

George A. Magee & Co., receivers and shippers of grain and hay, have moved their offices to 672 Bourse Building, Philadelphia, Pa.

Frank M. Turnbull, grain merchant, and wife, have returned after a three weeks' motor tour of the New England States.

A charter has been granted to the Neal Grain Company, under the laws of Delaware, to deal in grain with a capital of \$25,000. The incorporators are F. C. Bowers, F. W. Demuth, New York, N. Y., D. C. Jones Jr., Englewood, N. J.

The Parker Commission Company has moved its Philadelphia offices to Room 401, Bourse Building.

All of the grain in the Juniata and Kishacoquillas Valleys, Pa., are in shock, which is almost a week early this year. The corn is being pushed by the extreme warm weather with the heavy dews at night and is now ready for the final working.

Wheat that is being grown in the vicinity of Sewell, N. J., was ready for the mowing machine the first week of July and buyers were scouring South Jersey offering \$1.25 per bushel as soon as it was threshed. A number of growers have sold, as they did last year, and feel mighty comfortable about it. There is a slight feeling that the price is a little low, but there is a good satisfaction in knowing a portion of the farm crop is taken care of. Farmers, who a few years ago,

grew everything but grain, have changed their system of farming in the past three years, and that section is turning out immense quantities of corn, oats, wheat and rye, and find it more profitable with less work, except right in the busy harvest time.

A conservative estimate by leading agriculturists places a value of \$1,000,000 on the rain which fell last week, in its benefit to the crops in Cumberland County, N. J. The rain was described as being of plow depth and put the soil in splendid condition. It was just in time for the second crop of hay. On the other hand, oats and wheat in the fields in the vicinity of Greensburg, Pa., were flattened and corn riddled with hail. Vast damage was done to the crops in Lancaster County by a cloudburst. A great amount of corn was washed out and the standing wheat and oats were leveled.

Among the few reports of wheat yields in York County, Pa., thus far received, there have been none of less than 20 bushels to the acre, while as high as 27½ and 30 bushels are reported from considerable acreages. Enough reports are not in hand to provide a basis for a safe estimate, but present indications are that the 1921 wheat crop in this county will nearly double that of 1920. From \$1 to \$1.05 per bushel is being paid at country mills for the new wheat, which farmers say, will not let them out with a profit.

The Chamber of Commerce of Philadelphia has notified all shippers in this territory that the United States Supreme Court has just interpreted the first paragraph of Section Five of the Uniform Bills of Lading to mean that the railroad is liable as a common carrier and not as a warehouseman, for property placed for delivery on public team track and partially unloaded by the consignee during the first 48-hour period.

Professor John Hamilton, aged 78 years, Secretary of Agriculture from 1893 to 1903, and for 46 years a member of the Pennsylvania State College faculty and administrative staff, died at his home July 5. Professor Hamilton, who was a Civil War Veteran, was graduated from the Pennsylvania State Agriculture School in 1871 and taught there until 1880. He was business manager and treasurer of the college until his retirement 10 years ago. He had been in failing health for several years.

Five buildings have been sold outright by the Bergner & Engel Brewing Company to the Keystone Grain Products Company for \$85,000. The property is on a lot at the northeast corner of 31st and Jefferson Streets, Philadelphia, and is 150 by 200 feet. The transaction includes a four-story brick factory, a three-story stock house, two two-story brick storage houses and a one-story engine house. They are totally assessed at \$67,000.

Farmers in lower Delaware are harvesting their wheat crop, but, according to some of the most extensive growers in the eastern part of the state, the yield is disappointing. The cold weather in the spring, at the time the heads were forming, had a tendency to reduce the size of the grain, according to one of the largest growers in that section. The straw crop will be heavy, but the grain will not thresh out as many bushels per acre as it did two years ago.

Enforcement of the Pure Seed Law of Pennsylvania was undertaken on July 1 in spite of the fact that the state had been unable to supply printed copies of the law owing to the printing situation, according to officials of the State Bureau of Plant Industry, which has charge of the enforcement. Samples will be taken generally throughout the state. To meet the emergency the Bureau issued mimeographed copies of important sections of the new law which established certain seeds as agricultural and others as nuisances, and requires certain statements on labels.

President Harding has appointed Freas Styer of Montgomery County as Superintendent of the Philadelphia Mint. Mr. Styer is a brother of Ellis K. Styer, flour merchant, and Horace E. Styer, feed merchant, both of Philadelphia.

A. L. Geyelin, of A. L. Geyelin & Co., steamship agents, has been named to represent the Philadelphia Bourse on the Joint Executive Committee on the Improvement of the Harbor and of the Delaware and Schuylkill Rivers, succeeding W. W. Curtin. The other representatives of the Bourse on the Committee are Frederick Schoff and Emil P. Albrecht.

A shipment of 130 cars of export wheat left Buffalo on the Lehigh Valley Railway recently and was delivered to the Philadelphia & Reading Railroad two days later. On the evening of the same day 127 carloads were at the export piers at Port Richmond for Branes-Irwin Company, Inc., the shippers.

The outlook for wheat, corn and rye in Westmoreland County, Pa., is better than it has been for some years. County Farm Agent, W. L. Treager, who has just completed an inspection of the outlying rural districts, brings this news to the county seat. Smut and rust are noticeable in some sections, but neither are expected to hurt the crop to any appreciable extent. Corn is doing especially well and in many places it is a foot

high. Rye and oats are showing up well. Wheat is in blossom and will be ready to cut in a fortnight. Rain is badly needed and in many places the ground is cracking because of the dearth of moisture.

Walter McCracken, 61 year old, died suddenly June 10 at his home, Lewisburg, Pa. He was a member of the Commercial Exchange for a number of years, was representative of the Daisy Roller Mills of Milwaukee and at one time connected with the Buffalo Flour Milling Company of Lewisburg, Pa., and then went into business for himself, selling for local mills. Altogether he had been connected with the flour trade for 35 years. He is survived by a widow and one daughter.

According to the Bureau of Crop Estimates of the Department of Agriculture the condition of winter wheat in Pennsylvania on July 1 was 90 per cent of normal compared with a 10-year average of 86 per cent, forecasting a yield of 26,437,000 bushels. Corn was 89 per cent of normal compared with a 10-year average of 86 per cent, forecasting a yield of 64,934,000 bushels. Oats was 79 per cent of normal compared with a 10-year average of 90 per cent, forecasting a yield of 35,491,000 bushels.

The number of cars unloaded at the Girard Point Elevator during the month of June was 502 wheat, 908 corn and 5 rye; at Port Richmond Elevator, 1056 wheat, 148 corn and 15 rye; at Twentieth St. Elevator, 17 corn, 53 oats, 2 kaffir-corn and 1 buckwheat.

TOLEDO

C. O. BARNHOUSE CORRESPONDENT

AN ANALYSIS of the reports of threshing returns received in this market indicate that the yield of the wheat crop will not be more than 60 per cent of pre-harvest expectations. Several cars have arrived, all of which were of good quality, grading No. 2 Red, but samples have been received by Toledo dealers that were so shrunken that the grain would be unfit for milling purposes, unless none other could be had.

Millers are not showing much interest in the market as yet. The general sentiment among them is that prices will work somewhat lower, when they can buy to better advantage. The demand for flour and feed is still of the hand to mouth variety and the milling business is slow. Flour prices were cut about 50 per cent per barrel during the last week.

Jesse Young and Fred Paddock motored about 600 miles during the holidays and made pessimistic reports on the wheat and oats crops, in the parts of Ohio and Indiana visited, but say that the growing corn crop looks like a record breaker, if we get the needed rain in time. Mr. Paddock says Indiana will fall at least 5,000,000 bushels short of the June Government report on wheat.

Toledo dealers are almost a unit in stating that the Government's July report is much too high on wheat, as the statistics were gathered before threshing returns, which show the large decrease in yield, were available.

Fred Jaeger, of J. F. Zahm & Co., has returned to his desk after a vacation of several weeks.

Frank W. Annin, of the W. H. Morehouse Company, who has been ill for several weeks, is somewhat improved, but is unable to be at his office yet.

F. O. Paddock, one of the golf enthusiasts of the Toledo Produce Exchange, sprained his knee while playing a couple of weeks ago and is unable to take part in the game for the present.

John Wickenhisser and wife have gone to northern Michigan for a few days vacation.

H. O. Barnhouse and family spent the Fourth fishing at Wolf Lake, Mich.

Chas. Kruse, assistant manager for E. W. Wagner & Co. on the exchange floor, returned July 5 from a two weeks' motor trip through Michigan, Wisconsin, Illinois and Indiana. His family accompanied him and they visited relatives in Wisconsin.

John W. Luscombe and family are spending a few weeks at Clear Lake, Ind.

A. J. Burkart, manager for E. W. Wagner & Co., in Toledo, left recently for a three weeks' motor trip through the East. He expects to visit Washington, Philadelphia, Atlantic City, New York and other points of interest while away.

Anderson, Brown & Co., stock brokers, recently completely remodeled their Toledo office in the Boddy House. They have installed a new quotation board 37

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feet long, which is an innovation in Toledo. It is painted a light green color and is lighted by an indirect system. D. Brady, who was formerly assistant manager for the company in Cleveland, is manager of the local office.

Emory Thierwechter, of Oak Harbor, was among the recent visitors on the exchange floor.

W. H. Annin and family are spending a few weeks' vacation at Devil's Lake, Mich.

KANSAS CITY B. S. BROWN CORRESPONDENT

HARVEST in the Southwest has been attended by no unusual developments. Cutting of wheat started in Oklahoma and parts of Kansas a week to 10 days earlier than usual, though no new records for early maturing were reported. Labor was not as plentiful as desired, but shortages were local for the most part. Wages were generally around \$4 to \$5 a day and in a few localities were up to \$7 when men were urgently needed. Continuous rainfall in Kansas, Missouri and Oklahoma the latter part of June caused some interruption, but no damage of importance was reported. It is thought now that the movement of the new crop will get under way in volume a little earlier than usual. First threshing returns from Kansas and Oklahoma have been up to earlier expectations while reports from Missouri have been somewhat pessimistic.

Reports regarding the car situation in the Southwest have been somewhat conflicting. Shortly before harvest started a number of the principal roads announced that they had or would have a large number of cars in the wheat sections, enough for all demands. It was also estimated that the cars would be in much better shape than last season. Since then it has been found that the roads felt considerably short of their promises, though it is not thought that a shortage as was experienced last season is probable this year. A few points in Kansas have already reported that they could not get cars enough for wheat shipments and the panhandle has sent in numerous reports of a car shortage. Many cars are found to be in poor condition. W. R. Scott, Board of Trade Transportation Commissioner, says he thinks the car situation will be good this season.

Several elevator operators said they expected no important discord when they renewed their contracts with laborers for the coming year, such as was experienced at Chicago. No indication was given as to what policy would be adopted, though it was supposed that a small reduction in the wages of laborers would be proposed. A renewal of contracts is always the occasion for much discussion.

The political fight between Governor Hyde of Missouri and James T. Bradshaw, state warehouse commissioner and grain inspector, culminated in the discharge of Bradshaw. His successor, T. J. Hedrick, took office at once. A long list of charges was preferred against Bradshaw by the governor and after a hearing the removal from office of the commissioner was announced. Bradshaw surrendered his office under protest and is still threatening to appeal to the courts. The Board of Trade and grain men kept out of the affair.

The membership in the Kansas City Board of Trade of E. O. Moffatt has been sold to Lewis E. De Voss of the Farmers Union Jobbing Association for \$10,000, including the transfer fee of \$500. Mr. Moffatt, who is one of the oldest members of the exchange, paid \$25 for the membership 30 years ago in the Commercial Exchange which preceded the Board of Trade. The Moffatt Grain Company still has two memberships and will continue in the grain business, with J. F. McElvain in charge. The Farmers Union Jobbing Association is organized under the co-operative laws of Kansas and has about 200 elevators in the state. It has been handling a good deal of grain here for several years.

The first car of wheat from the 1921 crop was received June 18 by Dilts & Morgan. It was shipped by L. R. Kershaw residing near Muskogee, Okla., who raised the grain. It graded No. 2 Hard, 59.6 pounds, 12.2 per cent moisture, no dockage, and sold to the Terminal Elevators for \$1.26. Last season the first car did not reach Kansas City until July 1 and ordinarily the first shipment is not reported until the last week in June, although one season a car was received June 12. The first car of Red wheat was received from Bonner Springs, Kan., near Kansas City, a few days later.

Export demand for wheat at Kansas City has been dull the past few weeks. Moderate acceptances have followed some of the larger breaks in future prices, but the general tendency of foreigners has been to stay out of the market while the new crop movement

was getting under way. Dealers say they expect no important revival in export demand until more is known of the size of the 1921 movement. Early in the month there was a good deal of speculative buying both at the gulf and in the Southwest, in anticipation of a possible shortage for June loading at Galveston and New Orleans, such as was experienced in May. The letup in demand caused a steady decline in premiums for all positions. Local firms reported that all their June loadings were completed on time.

Southwestern grain men are interested in the bill introduced recently by Representative Tinchin which proposes to reimburse dealers for losses sustained in 1917 when the Government first took over control of the market. Officials of various grain associations have been active in urging members to take up the matter with their congressmen. The matter has been up for consideration several times before with no important results.

Allen Logan of the Logan Bros. Grain Company has made a rather exhaustive report on the Kansas wheat acreage and the prospective yield, based on assessors' returns from practically every county. He places the acreage planted last fall at 11,503,498 acres of which 596,584 acres were abandoned, leaving for harvest 10,906,914 acres. The average yield, according to his reports, will be about 12 bushels per acre, which would make the crop 130,239,000 bushels. This is substantially above all official reports, most of which have been around 110,000,000 bushels.

The beginning of the new wheat movement was marked by an extremely wide range in prices for Hard wheat, as much as 40 cents. Unusual supply and demand conditions and not variation in the quality of the offerings accounted for the differences. Mills suddenly showed a keen inquiry for choice Dark Hard wheat while shippers and exporters, who had been taking the lower grades, were practically out of the market. At one time choice Dark Hard was selling at \$1.57 and the same grade of ordinary hard was obtainable at \$1.17. When the demand from mills subsided the range narrowed rapidly.

Delay in settling legislative measures regarding the grain trade, particularly the Capper-Tinchin Bills, has caused the trade to face one of the most critical periods in its existence, according to a recent interview by L. Hargis, president of the Kansas City Board of Trade. "The impending danger that drastic measures, inaugurated to curb speculation, may so affect the transfer of grain as to make the business of the dealer unsafe will result in irreparable damage to grain markets," he said. "Elevator companies will not store large quantities of wheat under such uncertain conditions and mills will buy only what their current output requires. Consequently after the first movements of wheat, supplying the immediate demands, a slump is inevitable, resulting in monumental losses to producers."

At a dinner held in New York recently by Herbert Hoover, Secretary of Commerce, D. F. Plazzek of the Barnes-Plazzek Company was presented a medal in recognition of his services to the Government during the war. He was a second vice-president of the Grain Corporation and in charge of the Kansas City office. On the face of the medal which has the colors of the stars and stripes the words "Notable Service" are engraved, and on the back are the words "From the Chief to D. F. Plazzek." The medal is gold.

Receipts of wheat at Kansas City in the crop year just ended, nearly 88,000,000 bushels, were the second largest on record for 12 months and were only about 4,000,000 less than the high record established last season. Compared with two years ago, there was an increase of 34,000,000 bushels. In 1914-15 when Kansas had its extraordinary yield Kansas City receipts were 77,750,000 bushels.

The movement of wheat presented several unusual features. Instead of a rush early in the season and a scant supply the following winter and spring, fairly even shipments were maintained all season. A widespread shortage of cars last summer and a big increase in the number available for grain transportation later in the season accounted to some extent for the even distribution. At times agitation for farmers to hold wheat and the wild fluctuations in prices affected the movement.

Compared with last season, corn arrivals showed an increase of about 1,500,000 bushels and oats decreased a little more than a million bushels.

Total receipts of grain at Kansas City in the 12 months were 116,000,000 bushels, a decrease of about 3,500,000 bushels from the preceding season and 10,500,000 bushels more than the grain received there two years ago.

The Federal Court at Springfield, Ill., has adjudged E. B. Conover of the Conover Grain Company bankrupt. Elmer A. Perry was appointed referee in bankruptcy.

W. T. Copeland was appointed receiver for the Eastern Auglaize Co-operative Company which operates grain elevators in Wanesfield and New Hampshire, Ohio. The company's liabilities were \$90,000; its assets, \$75,000.

GRAIN TRADE PATENTS

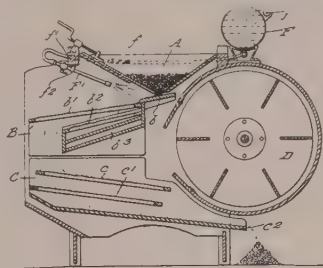
Bearing Date of May 10, 1921

Slide closing plate for grinding mills.—Frederick R. Cornwall, St. Louis, assignor to Williams Patent Crusher & Pulverizer Company, St. Louis, Mo., a corporation of Missouri. Filed January 12, 1920. No. 1,377,615.

Grain drying process.—George F. Brown, Moorhead, Minn., assignor to The International Patent Investment Company, Fargo, N. D., a corporation of North Dakota. Filed May 26, 1916. No. 1,377,662.

Apparatus for treating grain or the like.—Paul V. Austin, Buffalo, N. Y. Filed May 31, 1919. No. 1,377,743. See cut.

Claims: In an apparatus for treating grain, the combination of means for cleaning and separating the grain, means for spreading the grain in a thin layer on said cleaning and separating means, means



for treating the grain with an atomized spray of disinfecting agents as the grain passes onto the cleaning and separating devices, and means in said apparatus for simultaneously removing moisture from the treated grain and separating foreign matter therefrom while the same is passing through said apparatus.

Bearing Date of May 24, 1921

Grain door.—Torquil Campbell, Vancouver, B. C., Canada. Filed January 21, 1920. No. 1,379,081.

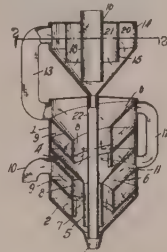
Bearing Date of May 31, 1921

Scale.—Andrew Sonander, Rutland, Va., assignor to Howe Scale Company, Rutland, Vt., a corporation. Filed July 1, 1919. No. 1,379,726.

Bearing Date of June 7, 1921

Dust collector.—Frank M. Anspach and Frank L. Myers, Toledo, Ohio. Filed May 20, 1920. No. 1,380,698. See cut.

Claim: In a dust collector, a casing having an outlet at its top and a conical bottom with an outlet at its center, a conical spiral flange extending around within the interior of the casing and forming a central vertical passageway and co-operating with the casing to form a spiral passageway with an inlet at its upper end and an outlet at its lower end into the central passageway, each convolution of the spiral



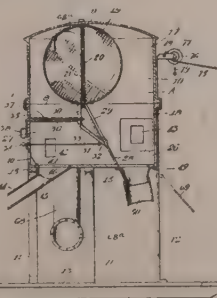
passageway having restricted communications at its inner bottom edge with the vertical passageway for the escape therein of some air and the heavier particles of dust from the spiral passageway, the vertical passageway communicating at its bottom with the bottom outlet and at its top with the top outlet whereby particles of dust pass downward through the central passageway and bottom outlet and the air current passes upward through the central passageway and through the top outlet.

Seed threshing and collecting machine.—Julius C. Ford, Summit, Miss. Filed March 22, 1919. No. 1,380,470.

Bearing Date of June 14, 1921

Vacuum grain cleaner.—Charles Argyle Torrence, Regina, Sask., Canada. Filed May 13, 1918. No. 1,381,601. See cut.

Claim: In a machine of the class described, a casing, vacuum chambers in the lower part of the casing, a conduit operatively connected to one of the cham-



bers, automatically actuated valves in the conduit, a fan operatively connected to the casing, and a revoluble screen in the casing above the said chambers, the said screen being formed with a cylindrical wall and flat end walls.

ASSOCIATIONS

OHIO GRAIN DEALERS MEET AT TOLEDO

Ohio grain dealers were welcomed at Toledo for their forty-second annual convention by Mayor Connell Schrieber, after the singing of "America" with Will Cummings at the piano, and Fred W. Haigh conducting. E. L. Southworth welcomed the gathering on behalf of the Toledo Produce Exchange and the response was made by C. E. Groce of Cinchville.

Vice-president S. B. Swope of Canal Winchester, in his address, regretted that President O. W. Cook was kept at home by illness. He said there was no further talk of prewar values but rather of getting back to normal. The American people as a whole were optimistic. They got as much pleasure in spending as in making money. They spent their money too freely during the war and now felt the effects.

Mr. Swope stated that very many had formerly said we would never see dollar wheat or 50 cent corn again, but corn went from \$1.85 to 50 cents in a very short time. It went too fast for the grain men. Farmers went through the roughest money-making time in their lives during the war but now were up against it with other trades.

Mr. Swope believed that competition was still the life of trade. He also believed in the rule that he

ences, new basic principles of business; let us expand and reach out for the best there is in store for us, assured that under the guiding hand of the greatest civilization on earth that we will come into our own and that the "Government at Washington still lives and the cause of righteousness will prevail."

Today our hearts go out in sympathy and prayer for the little family at Columbus, the wife and two boys of our dear president, O. W. Cook, who is lying in physical pain and distress at Mount Carmel Hospital, with but slight hope for his recovery. For weeks, this meeting has been uppermost on his mind; all during his days of rational and irrational mental condition, he has been sorely distressed for fear that he would not be able to be with us. While there is life there is hope—everything possible is being done to save him to us and his family. We hope through the mercy of a kind Providence that his useful life may be prolonged for still many more years of continued service in the cause of humanity which is so dear to him; his one great obsession are the thoughts, which I have often heard him express "That he profits most who serves best" and "Service above self."

We would not neglect to make mention of the recovery of E. W. Scott from a long siege of illness. He is the Nestor of the trade; as far back as the middle Seventies he became prominent in the grain trade and in association work.

In comparison with your humble servant, and several others of the "Old Guard" that remain with us; he may be said to be one of the old sturdy "Wheel Horses." We wish him many years of prosperity and happiness in the active pursuit of his vocation, and the uplift of his fellow-man.

I desire to express my sincere thanks to our membership for the kindly assistance rendered in the affairs of the Association during these times of strenuous activity and anxiety for the welfare of our calling. Let us have faith in the present and the future with the assurance that the survival of the fittest will afford to us prosperity and happiness, peace and contentment.

The treasurers report showed balance on hand June 29, 1920, \$440.95. Receipts during the year, \$1,844.15, making a total of \$2,285.10.

Disbursements for the year, \$1,444.84, leaving a balance on hand June 21, 1921, \$840.26.

The chair appointed the following committees: Resolutions.—H. L. Goemann, J. H. Motz, Fred Mayer, E. T. Custerborder, H. G. Pollock.

Auditing.—A. H. Cratty, W. Frank Heffner.

Nomination.—C. E. Groce, S. L. Rice, D. E. Horn, E. G. Odenweller, A. L. Elliott.

Fred Mayer announced the entertainment for the ladies during the afternoon and the banquet in the evening to which both ladies and gentlemen were invited. The morning session then adjourned.

WEDNESDAY AFTERNOON

The afternoon session opened with an address by Chas Quinn, secretary of the Grain Dealers National Association, in which he discussed the activities of the county agents. These agents, originally appointed to aid the farmer and the grain industry, had practically subverted their office to drive the grain man out of business. Not only that but they used the grain man's money to do the job.

After reading a letter he had received from Senator Bert M. Fernald of Maine on Government activities, Mr. Quinn said he thought that the worst was over in respect to legislation and expressed the belief that both houses in Congress were well aware that all class legislation was inimical to the principles of this Government. He spoke of the farmers' movement and while he did not condone the evils that were in the grain exchanges, he knew full well what the co-operatives had in their minds. What they wanted to do was to form a great agrarian trust, abolish the grain exchanges so that no one would know what grain was worth. They wished to build a high tariff wall around this country and get the farmer what he calls a reasonable price instead of arriving at a legitimate price through supply and demand. There was no man or set of men who were immune from selfishness or who, when they had the power, would not abuse it.

Jos. P. Griffin, president of the Chicago Board of Trade, made an address on the subject, "The Functions of a Board of Trade." The address was along lines of his speech delivered before the meeting of Illinois Grain Dealers Association and published in full in our May issue. It was listened to with deep interest by the Ohio dealers. After a short discussion the session adjourned to convene the following morning.

FINAL SESSION

The final session was called to order by Chairman Swope at 10:30 a.m., Thursday, and H. L. Goemann of Mansfield opened the meeting with an address on the subject, "Transportation Problems." He said he favored an adjustment in freight rates rather than a general reduction on all commodities. He held it would be unfair to make an appreciable reduction on all lines until labor, cost of material and other charges had been lowered to a reasonable basis.

L. G. Macomber, Transportation Commissioner for the Toledo Chamber of Commerce, followed with a brief talk on the same lines. He said he fully

realized the troubles which confronted the grain man. Last year he had no cars, but grain, and this year he had the cars but no grain. There seemed to be a general clamor for reduction in freight rates but when it was considered the roads were not doing very well, a reduction in the near future seemed unlikely. A movement was under way, however, he said, for a reduction less on domestic shipments than on export.

Mr. Macomber said further, that Ohio ought to have a water outlet and advocated the opening of the St. Lawrence River Route which would benefit farmers and the Ohio grain trade generally. He urged the support of all shippers on this project.

The report of the Committee on Resolutions was read by H. L. Goemann and adopted as follows:

Repeal of Transportation Tax

Whereas, the amount of the transportation tax on freight charges imposed by the Revenue Act has, since the passage of the Act, been increased about 100 per cent on grain and the products thereof transported within the United, due to the successive increases in the freight rates; and

Whereas, the transportation tax now constitutes a heavy burden on the producers, merchandisers and consumers of these necessities of life, especially since the prices obtainable by the producers for these farm products have been materially reduced; and

Whereas, the levying of this tax is contributing to the restrictions of trade in these essential articles of commerce; now, therefore, be it

Resolved: That the Ohio Grain Dealers Association urge upon the members of Congress the repeal, of subdivision A of Section 500 of the Revenue Act of 1913.

Resolved: That the Ohio Grain Dealers Association in convention assembled recommends that committees attending hearings before the proper congressional committees insist that in the event the proposed revenue bill provides for a transportation tax that the said act shall contain a clause providing that grain or grain products transported for export, either consigned or sold, and in due course so exported, shall be exempt from the transportation tax.

Resolved: That the transportation tax is a burden upon the grain trade and we respectfully suggest that the Grain Dealers National Association appoint a sub-committee of three from either its Legislative Committee or its Transportation Committee to ap-



THESE MEN ADDRESSED THE CONVENTION
Charles Quinn, Jos. P. Griffin, President Swope

who served best profited most. He did not care who entered into competition with him but asked only that he be square and fair.

REPORT OF SECRETARY

Secretary J. W. McCord of Columbus read his reports as secretary and treasurer. These reports follow:

At our last annual meeting held at Cedar Point, June 30-July 1, 1920, your secretary made a brief report. I quote the following excerpts from that report:

We are about to enter a new era, a new epoch in the grain trade. Drastic governmental regulation is of the past; history has been made that will serve us well as example and precedent. We come again into our own. We can, by united effort, build up a big, strong structure, greater than has ever before been the larger factor of the commercial activities of the country. Let us all do our very best with all the honor, integrity and dignity we possess.

Little did we think of or anticipate the realisms, the happenings prophesied in those remarks.

Like an avalanche the clouds of disaster and disappointment almost immediately and overwhelmingly broke upon us with relentless fury; deflation, re-adjustment, re-construction, re-habilitation, not of choice but of necessity, became the ruling factors of the trade; values melted away like the snows of winter. Human intelligence and foresight seemed to have no standing, no place in the subsequent history of the trade.

The structure seemed to go down like the house built upon the sand; and out of the wreck came the old order of compensation based on the ever present law of "supply and demand." Within 10 long dreary months, values receded far below a minimum foretold by the most conservative prophet; then in these latter days came a dawn of light, a slight reaction; the pendulum is now seeking a point of equilibrium based on the natural law of gravitation and stability.

We have been subjected as it were to the fiery furnace of a business retort; we have emerged "slightly disfigured but still in the ring."

This may all seem pessimistic. Not so. We are now better equipped by reason of disastrous experiences; and through our trials and tribulations we see a saner safer day for the future. All is now history; let us not content ourselves by placing it in the archives to be forgotten and its lessons lost.

It is by experience that we learn; let us not bury the dead past so deeply that we cannot resurrect and draw from it lessons that will teach us a better way, a safer course to be pursued now and in the future activities of our calling.

Each day brings to us new problems, new experi-



HEADS OF TOLEDO COMMITTEES
Louis Schuster, W. W. Cummings, Kent Keilholtz

pear before the proper committees of the United States Senate and House, and urge the repeal of the transportation tax.

Endorsing Exchanges

Whereas, the method of buying and selling grain for future delivery, as conducted in established boards of trade and chambers of commerce, is a great economic system, reducing the costs of handling the crops, furnishing ready markets therefor and price insurance by means of which growers are protected from results of violent fluctuations; and,

Whereas, without such system, the disposition of such crops would be monopolized in the hands of a few powerful interests, to the serious detriment of the farmers of this country; therefore, be it

Resolved: That Ohio Grain Dealers Association views with alarm any disposition of national legislative bodies to place restrictions on the free and unlimited marketing of farm products, and on the future contract business, through which their value and usefulness may be circumscribed or abolished; be it further

Resolved: That copies of this preamble and resolution be forwarded to Senators and Representatives in Congress.

The Federal Trade Commission

Whereas, the Federal Trade Commission was created because, as stated by President Wilson, "The business men of the country desire something more than that the menace of legal process be made explicit and intelligible. They desire the advice, the definite guidance, and information which can be supplied by an administration body, and interstate trade commission"; and

Whereas, after the bill creating the Federal Trade Commission had been passed, President Wilson stated that "A Federal Trade Commission has been created with powers of guidance and accommodation which have relieved business men of unfounded fears and set them upon the road of hopeful and confident enterprises"; and

Whereas, business men had, therefore, the right to expect friendly co-operation, assistance and guidance from the Federal Trade Commission; and

Whereas, widespread dissatisfaction now exists concerning the attitude of the Federal Trade Commission toward business, and grave doubts are entertained by a large proportion of business men concerning the usefulness of the Federal Trade Commission; therefore, be it

Resolved: That the Ohio Grain Dealers Association petition the Congress of the United States to repeal the law creating the Federal Trade Commission.

Class Legislation

Resolved: That the Ohio Grain Dealers Association, in convention assembled in Toledo, Ohio, on June 22 and 23, 1921, endorse the efforts of the Grain Dealers National Association to prevent the passage by Congress of class legislation in the interests of the producers of the country. We deplore the present ten-

dency of the national law-makers to enact special legislation which will give to the co-operative movement immunity from the Sherman Anti-Trust Law or any other law which has been placed on the state or Federal statute books to curb unlawful practices of corporations. The members of the Ohio Grain Dealers Association sympathize deeply with the farmers who have suffered greatly from the recent deflation in grain prices, but we are firmly convinced that the remedy for the present condition does not lie in the granting of special privileges by Congress because such legislation is subversive of the principles of Government as established by America.

Confirmations

Resolved: That members be requested to give closer attention to the making and exchanging of written confirmations for the purchase and sale of grain as a means of eliminating controversies and avoiding arbitration disputes.

Thanks to Speakers

Resolved: That we express our appreciation and thanks to Joseph P. Griffin, president of the Chicago Board of Trade, for his presence and for his splendid address. We also express our thanks to Charles Quinn, secretary of the Grain Dealers National Association for his presence and for his able address on the work of the Association. To the Toledo Produce Exchange we tender our appreciative thanks for the courtesies extended to the visiting ladies and for the splendid dinner and entertainment given on the evening June 22.

Sympathy for President Cook

Resolved: That our secretary, J. W. McCord, be instructed to forward our president, O. W. Cook and family, our sincere sympathy in his illness and inclose a copy of that part of the secretary's report referring to the illness of President Cook.

The report of the Committee on Nominations was presented by Col. C. E. Groce. It was adopted unanimously and the following officers declared elected:

For president, S. B. Swope, Canal Winchester; vice-president, E. T. Custerbender, Sidney; secretary-treasurer, J. W. McCord, Columbus.

Board of Directors: J. H. Motz, Brice; Fred Mayer, Toledo; R. D. Risser, Vaughnsville.

Following the election of officers the convention adjourned *sine die*.

NOTES

A number of the Eastern markets were represented at the meeting. Visitors included J. A. A. Geidel of Geidel & Leubin, Pittsburgh; I. W. McConnell of McConnell Grain Corporation, Buffalo; S. M. Ratcliffe, Buffalo; E. H. Beer of Charles England & Co., Baltimore; F. G. Emmons, Commercial Milling Company, Detroit; A. C. Gale, A. C. Gale Grain Company, Cincinnati.

A number of representatives of machinery interests were present including O. W. Randolph and E. L. Rickly of O. W. Randolph Company, Toledo; William P. White of Fairbanks, Morse & Co., Chicago and branches.

From Chicago there were Jos. P. Griffin of J. S. Bache & Co.; John B. DeLaney of E. W. Wagner & Co.; T. E. Moran with J. Rosenbaum Grain Company; Fred J. Lewis of Albert Dickinson Company.

W. W. Cummings of J. F. Zahm & Co., and Ben Heffner, Toledo manager for Simons, Day & Co., of Chicago, were principals in the orchestra that furnished the music for the banquet given by the Toledo Produce Exchange to the grain dealers on Wednesday evening. It goes without saying that somewhere, Saint Cecilia listened to and enjoyed those harmonious strains. The banquet and vaudeville numbers which followed were only a part of the entertainment features which included an automobile ride about the city and luncheon to the visiting ladies earlier in the day.

TRI-STATE SHIPPERS MEET

The Tri-State Grain Shippers Association held its annual convention in Minneapolis June 29, 30 and July 1. During the three-day convention Minneapolis was blistering under a tropical sun with the thermometer hovering around the 92 degree mark. Unmindful of the weather the convention carried on its work and adopted the following resolutions: Approved the work of the Great Lakes-St. Lawrence Tidewater Association; demanded lower freight rates to provide not more than adequate dividends for railway stock; extended thanks to the Minneapolis Chamber of Commerce, the press and to Miss Laura Jensen of Drayton, N. D., for entertainment; refused to consider a resolution demanding the return of old time beer.

With one exception, all the officers and directors of the Association were re-elected for the coming year. The only change is in the Board of Directors, where C. F. Siverson, of Brandt, S. D., replaces A. H. Bets, of Mitchell, S. D.

The Association officers who were re-elected are Nils R. Tacklind, Drayton, N. D., president; Otto M. Nelson, Hills, Minn., first vice-president; E. Blankenburg, Henry, S. D., second vice-president; Arthur Speltz, Albert Lea, Minn., third vice-president; H. R. Wollin, Marshall, Minn., treasurer; and J. H. Adams, Minneapolis, secretary.

The following directors were re-elected: A. E. Anderson, Cottonwood, Minn.; T. F. Dahl, Minnesota, Minn.; N. R. Tacklind, Drayton, N. D.; P. B. St. John, Worthington, N. D.; R. E. Jones, Wabasha, Minn.; J. A. Rickert, Sisseton, S. D.; August Evert, Kennedy, Minn.; B. D. Bascomb, Clark, S. D.; Fred Zieske, Greenwald, Minn.; and S. O. Tollefson, Milton, N. D.

To the surprise of the delegates and local grain

men the convention did not take a stand on the recently formed United States Grain Growers, Inc., but instead approved the following resolution:

Whereas, information relative to the proposed operations of the U. S. Grain Growers, Inc., reaching the members of this Association has been of a semi-official nature, and,

Whereas, no vote or canvass of our membership has been made to ascertain its views on the subject of this new incorporation, therefore be it

Resolved, that this Association go on record as wishing it distinctly understood that any such comment previous to this time or subsequently, has been of an individual nature on the part of the members.

B. F. Benson, president of the Minneapolis Chamber of Commerce, gave the opening address of the convention and advised the grain shippers to talk "optimism." Other addresses included those by A. L. Goetzmann, president of the Millers National Federation; J. C. Miller of Page, N. D., and Stanley B. Houck of Minneapolis.

INDIANA GRAIN DEALERS MEET AT INDIANAPOLIS

The mid-summer meeting of the Indiana Grain Dealers Association convened at Indianapolis, Ind., June 24, with President H. W. Reimann in the chair. In his welcome to the dealers Mr. Reimann spoke of a change which very many advocated of substituting an annual two days meeting for the present annual and mid-summer meeting. He recommended that the matter be acted upon by the Resolution Committee.

Professor T. A. Coleman, County Agent leader of Purdue University, then spoke on the subject, "County Agents; How Created; Their Legitimate Field of Labor and their Value in the Field of



"EDDIE" SHEPHERD SERVED "LIGHT" REFRESHMENTS

Agricultural Activities." Professor Coleman spoke of the origin of the county agent in 1913 and the causes which led to their appointment. He said that the work of the county agents should be strictly educational and, in the co-operative extension work of the university, they had striven to confine their activities to this line alone. In defining the duties of the agent he read the following:

The Indiana Vocational Law outlines the duties of the County Agent in the following language:

"It shall be the duty of such agents, under the supervision of Purdue University, to co-operate with farmers' institutes, farmers clubs and other organizations, conduct practical farm demonstrations, boys' and girls' clubs and contest work and other movements for the advancement of agricultural and country life and to give advice to farmers on practical farm problems and aid the county superintendent of schools and the teachers in giving practical education in agriculture and domestic science."

Statement of Policy of Indiana County Agents

"For the largest and best development of the agriculture of the county and state, a strong active farmers' association or farm bureau is necessary. The county agent should give his whole-hearted support to such organization. It is not necessary however, nor is it desirable for the county agent to be an officer of the county association or farm bureau. The county agent should render all possible aid, in an educational way, in the development of co-operative marketing enterprises but he should not take any active part in the actual business transactions or sign correspondence relating to these transactions.

"A program of work is essential for the most rapid development and advancement in any line of work undertaken. Without it there is exercised no definite effort toward a particular aim and goal. It is recommended that the State Federation urge each county and township unit to work out a definite program of agricultural activity for their respective units, if they have not already done so, and furnish a copy of same to the state office. The county agents shall assist in the execution and development of these programs in so far as they are educational.

"No county agent should act as local or state agent for the sale or purchase of any commodity."

Representatives of the State Relations Services of the U. S. Department of Agriculture and the American Farm Bureau Federation held a conference to outline a policy covering the same point. Their statement is as follows: "The general basis of co-operation between the county farm bureau and the Extension Service will be as follows:

"The county agricultural agents, home demonstration agents and club agents co-operatively employed

will be members of the extension service of the State Agricultural College and under the administrative direction of the extension director, and will carry on such lines of extension work as may be mutually agreed upon by representatives of the agricultural college and the farm bureaus or other like organizations.

"Since these county extension agents are part of a public service as defined in the Smith-Lever Act, and receive some part of their salary from public funds, they are to perform service for the benefit of all the farming people of the county whether members of the farm bureaus or not, and are to confine their



DISPENSING PUNCH IN BERT A. BOYD'S OFFICE

activities to such as are appropriate for public officials to perform under the terms of the Smith-Lever Act. The county agents will aid the farming people in a broad way with reference to problems of production, marketing and formation of farm bureaus and other co-operative organizations but will not themselves organize farm bureaus or similar organizations, conduct membership campaigns, solicit membership, receive dues, handle farm bureau funds, edit and manage the farm bureau publications, manage the business of the farm bureau, engage in commercial activities or take part in other farm bureau activities which are outside their duties as extension agents.

The county agents and other extension agents will co-operate with the farm bureau or other like organizations interested in extension work in the formulation of county and community plans of co-operative extension work. It will then be the duty of the county agents under general direction of the extension director to take charge of the carrying out of such plans and to co-operate with officers, committees and members of the farm bureaus and with other organizations and residents of the county in the prompt and efficient execution of these plans."

Following the address of Professor Coleman, Fred E. Davis, banker of Tipton, Ind., spoke on the subject, "The Grain Dealer and His Banker." He alluded to the banker as the silent partner of the grain dealer and said that as their interests were mutual, the most cordial relationship should exist between them.

B. A. Worthington of Indianapolis, president of the Cincinnati, Indianapolis & Western Railroad Company, delivered an address on the subject, "Railroads of Yesterday, Today and Tomorrow." In that part of his address relating to freight rates he said:

In the light of this appalling condition of affairs, even the suggestion of a rate revision downward is absurd. The railroads were returned by the Government a year ago in just about the shape you would expect your Marmon to be returned to you after being used for two years by electioneering politicians. The roads need rehabilitation badly and the finances are not at hand. Earnings at present high rates are not sufficient under existing conditions of operation. Treasuries are depleted and "the works" are jimmied. It will take a long time and large quantities of new money to bring the railroads up to desirable standards of efficiency mechanically, and this cannot be undertaken until railroad labor is deflated and the prospects of deflation are not at all encouraging.

The process of manufacturing law rates is identical with the process of manufacturing low priced automobiles. Quantity production and low cost of manufacture, by the very nature of things always tends to lower the purchase price to the consumer. There is no other method. Low freight rates cannot be legislated, neither can high wages be legislated, for by the very nature of things they are not within the jurisdiction of the courts. Freight rates, wages and working conditions must be determined by economic need, consistent with progressive development, and subject to constant economic adjustment. Economic law is constructive, creative; legislative law is a law of restraint, destructive. The latter can condemn but it cannot create life. It can foster conditions of health and thrift only by condemning conditions that produce sickness or extravagance. It can do good only by eliminating bad.

Before noon adjournment the chair appointed the following Committee on Resolutions: A. E. Reynolds, J. S. McDonald, Chas. Ashpaugh, H. H. Deam, H. C. Scarse.

AFTERNOON SESSION

President Reimann called the afternoon session to order at 2 o'clock and Howard F. Jones, head of the Publicity Department of the Chicago Board of Trade, read a paper prepared by President of the Board, Jos. P. Griffin, on the "Functions of a Board of Trade." This paper has been published.

John W. McCordie, chairman of the Indiana Public Service Commission, made an address on the subject, "The Commission; Its Purposes, Activities and Accomplishments." He spoke of the recent act of the state legislature, the Warehouse Receipt Law, and pointed out that the dealer who stored grain

must give a receipt for it. It was also necessary to make out a schedule of rates and send to the Board to be filed. He suggested that Senator Riley propose a negotiable receipt. Mr. McCardle advocated the repeal of the Adamson Law and the amendment of the Esch-Cummins Act. He said that labor should take its reduction with the rest of the country. The railroads would have to be unshackled and labor add its co-operation before prosperity could return to the country.

Charles Quinn, secretary of the Grain Dealers National Association, made a brief address along the lines of his speech delivered before the Ohio Grain Dealers meeting the day previous.

H. H. Deam, Bluffton, Ind., chairman, read the report of the Committee on Resolutions. The report was adopted, before final adjournment, covering the following subjects: Advocating repeal of the Adamson Law and the abolishment of all bureaus and commissions to control or regulate business; urging Shipping Board to use its facilities to promote American business; condemning legislation against grain exchanges; endorsing future trading; demanding reduced freight rates on farm products; condemning class legislation; urging economy in governmental expenditures; memorializing George H. Lewis and J. E. Loughry who died during the year.

The meeting then adjourned, *sine die*.

AROUND THE BOARD

"Eddie" K. Shepperd served ice cream and cake in the offices of the Cleveland Grain & Milling Company. A feature of the refreshment booth was a reproduction of the company's elevator at Indianapolis, built by Dale Miller.

The Toledo market was represented by W. W. Cummings of J. F. Zahm & Co., and Joe L. Doering and John W. Luscombe of Southworth & Co.

A large punch bowl in the offices of Bert A. Boyd Grain Company, containing ice cold lemonade, prevented anyone starting, "How Dry I am."

The Lew Hill Grain Company served 12 o'clock luncheon in their offices and just about all the visitors enjoyed this hospitality.

Chicago was represented by John B. De Laney of E. W. Wagner & Co., and Howard G. Jones head of the Bureau of Publicity of the Chicago Board of Trade.

J. A. A. Geidel of Geidel & Leubin was present from Pittsburgh and I. W. McConnell of McConnell Grain Corporation represented Buffalo.

There were present from Cincinnati, C. S. Custer, W. R. Owens, V. L. Wright, Joe Sutton.

F. G. Heinmiller of the Heinmiller Grain Company left the hospital the day of the convention, where he had undergone an operation for appendicitis, so, unfortunately, was obliged to miss meeting his friends at this convention.

PACIFIC DEALERS HOLD MEETING

The Pacific North Western Grain Dealers Association held its annual meeting on June 23 and 24 at Spokane with about 60 members in attendance.

In his annual address, President S. C. Armstrong reviewed the grain business during the last year and defended the grain exchanges against the attacks which have been made against them.

Following his address President Armstrong appointed a committee for the formulation of trade rules and a uniform contract: F. B. Burke, C. E. Curran and E. J. Fincham, Tacoma; L. F. Bauman, J. A. Pease and George Carmody, Seattle; R. S. McCarl, N. A. Leach and O. C. Stanford, Portland, Ore.; William Schwartzberg, Dan R. Fisher, N. A. Roberts and R. J. Stephens, Spokane; and H. E. Morrison, Walla Walla.

The report of the Committee on Trade Rules was adopted unanimously without discussion. The report said:

We believe, on advice of counsel, the grain discount laws of Oregon and Washington are unfair and unconstitutional, and, furthermore, conflict with the Federal grain standards and also interfere with the rights of private contracts.

We recommend that same be disregarded and that this Association proceed to make reasonable and fair discount rules in conformity with those rules now prevailing in all the large United States grain markets.

That Federal grades be adopted as basis of all trading by members, and that trades made to cover the purchase or sale of wheat be on the basis of No. 1, Federal grades, unless otherwise specified in the contract.

It also included a new schedule of discounts for wheat. It also recommended that the exchanges of Tacoma, Seattle and Portland adopt these rules and regulations and discounts and dockages as their own; and that President Armstrong appoint three members from each of the three exchanges to pass on discounts as made by Mr. Martin on mixed wheat and wheat grading lower than No. 1 account mixture of wheat and other classes.

The following officers were elected for the ensuing year: President, S. C. Armstrong, re-elected, of the Milwaukee Grain & Elevator Company, Portland; R. J. Stephens, vice-president, of the Stephens-Smith Grain Company, Portland; secretary, H. N. Stockett, Portland, re-elected. The following trustees were also elected: One year term—D. Patello, Portland, Ore.; L. P. Bauman, Seattle; R. J. Stephens, Spokane. Two year term—N. A. Leach,

Portland, Ore.; F. B. Burke, Tacoma; M. J. O'Neill, Spokane. Three year term—S. C. Draper, Portland, Ore.; S. C. Armstrong, Seattle; Dan R. Fisher, Spokane; A. J. Urghart, Lind; H. E. Sutton, Seattle.

HAY ASSOCIATION PLANS BIG MEETING

Plans are under way to make the 28th annual convention of the National Hay Association one of the best in that organization's history. To begin with, Chicago, the convention city, offers much of interest to visitors, and August 23 and 24, the dates of the convention, are pretty sure to be pleasant with Lake Michigan at the front door to cool the air and welcome bathers who wish to cool off. There are miles of bathing beaches in the city which vie with Atlantic City in popularity.

On August 3 the Grades Committee will hold a meeting at Hotel Sherman, Chicago, at which all members interested in grades are invited to be present. The grades will probably be changed in some respects, and these proposed changes will be offered at the Chicago convention on August 23. In addition the freight rate situation will be thoroughly discussed. A program of interest is being prepared and speakers of national prominence will appear. It will not be a meeting to miss, so make your plans accordingly.

HANDLING AND PROSECUTING GRAIN CLAIMS

[The following is, in part, an address given by D. C. Edwards of Devaney & Edwards, attorneys for the Security Adjustment Company, Minneapolis, Minn., at the convention of the Farmers Grain Dealers Association of North Dakota, held at Jamestown, N. D., a short time ago.]

The matter of making up, presentation, handling and prosecution of grain claims should be of special interest to you who are producers and shippers of grain. This is especially true because thousands of bushels of grain are lost in transit over railroad lines every year. The economic loss is substantial and the pecuniary loss is of vital importance.

In its legal sense the subject concerns a highly specialized branch of the legal profession. There have been many changes in the rules of law affecting transportation by rail. Out of many volumes of old law on carriers was found the necessity for statutory law governing this subject and as a result in rapid succession have come the Interstate Commerce Act, with such changes as the Carmack Amendment, the first and second Cummins Amendments and the Pomerene or Federal Bill of Lading Act, following which was the Federal Control Act and the ensuing two years and two months Federal control of railroads out of which also grew the present Transportation Act of 1920, with numerous amendments to the original Interstate Commerce Act as a part of it.

You are not so much interested in the legal situation which these enactments of Congress have created as you are in knowing what should be done to comply with their provisions and with other duties that devolve upon you as shippers and in knowing what rights you have after you have performed the duties the law requires.

It should be said, however, that with all the rapid statutory changes in the past three decades in carrier legislation there still rests upon every carrier certain primary duties owing you as shippers of grain and possibly other products, particularly the duty to furnish suitable and sufficient equipment, to furnish it within a reasonable time after a seasonable demand, and to thereafter transport your property with care and as promptly as may be, having in mind the character of the commodity transported. Suitable and sufficient cars must be furnished for shipping your grain. The shipping public has for a long time recognized that railroad equipment, handled as it is for a large variety of products necessarily becomes in a condition that makes the safe carriage of small grain without some leakage and loss impossible in many instances. This is especially true where the grain carrying lines in a state like yours and in a region like this Northwest grain producing territory must necessarily use a considerable amount of foreign line equipment, particularly that of carriers who are not specially devoted to a grain carrying service.

Many shippers have a misguided notion that on account of the duty of the carrier to furnish suitable equipment that the shippers may blindly load into tendered cars any product ready for transportation, notwithstanding that the equipment tendered may be obviously defective. It is every shipper's duty to do what he can to minimize a loss which might reasonably be anticipated. This is a general legal duty resting upon everyone who has sustained or is likely to sustain damages at the hands of another due to that other person's negligence, to do everything in his power to minimize those damages. When you receive equipment or cars for transporting your grain and you find that these cars are not suitable, you should do all that you can to make them suitable before you load your grain into them. The carrier's agent at shipping point should be informed of obvious defects to the end that he may remedy the situation, if a remedy be available, and you yourself should co-operate

with him, particularly as to minor defects in cars that will result in leakage. Where a repair is not possible at the shipping point, that class of equipment should be refused until it is made safe.

The most vital thing I have in mind is that of keeping adequate and sufficient records of your various transactions involving the receipts of grain at your station and shipping them over railway lines. Present-day business methods demand that everybody keep adequate, permanent records of his business. This is no less true of farming and producing small grains than it is of running a bank. You would be surprised to know how many farmers maintain businesses with capital of from \$50,000 to \$100,000 represented in lands and buildings who keep no definite records of their business. Keeping records by farmers' co-operative concerns is sometimes the last in the various things necessary to conducting the business. I recall some 10 years ago taking for the Census Bureau the so-called industrial census in your state during which time there were operating a substantial number of farmers' creameries, and it was surprising to me how many of these concerns had practically no notion of their items of expense and source of revenue.

You should maintain a record of every loaded car by securing the scale weights as against the car number loaded on a specific date. The scale should be kept in good condition and inspected at reasonable intervals. If you do not have such weighing facilities you ought to get them. Meritorious claims will arise on shipments you make from such stations and that your weighing records are bad will be to your disadvantage in the discussion of a clear liability, admitted defectively handled car.

If you have no weighing facilities at your station, keep a record of the quantity of grain by measuring the contents of every load. This can be done by reference to the official equipment register usually available at the station. Determine the depth of the car. Get the dimensions from the register and figure your cubical contents by ascertaining the test weight per measured bushel. In that connection you should take into account the density of the grain, for if you were to load a car of grain a foot deep, that the grain will occupy less space after three feet of grain is added and spread over it. In other words, the same weight is compressed and packed into a less volume of space so that by the time a car is loaded there should be an allowance made for this compression or weight density. On the ordinary sized car various tests made by line and other elevators in the business indicate an allowance of from two or three pounds added to the test weight of each measured bushel will generally represent the actual contents of the car.

In shipping grain refrain from using on the bill of lading the minimum weight of the car on measured cars. While this bill is only *prima facie* evidence of the quantity loaded, it is more or less persuasive. Frequently cars will be loaded over the minimum capacity. Where that is so the bill of lading should indicate the actual weight loaded. To illustrate, you might load into an 80,000-pound capacity car 89,000 pounds of grain and indicate upon the bill the capacity 80,000 pounds. If the shipment weighed at destination 82,000 pounds you would have an actual shortage of 7,000 pounds, whereas the arrival weight would indicate 2,000 pounds more than was shown on the bill as your actual loading weight.

There arise after shipment claims because of handling in transit, principally shortage claims. These claims may be divided into defective record cars and clear record cars, in both of which there will be those based upon supervised weights at both shipping point and destination, measured cars at shipping point with supervised weights at destination and supervised weights at destination only. Supervised weights are those obtained by some officially maintained department of the state.

The carrier's attitude as to these classes of claims varies somewhat with different lines, but there is a universal feeling that country elevator scale weights are not reliable and that claims based upon such weights should not be seriously considered where the record is clear. This attitude probably has grown up because of the manner of keeping records and the failure by many elevators to keep in good condition their weighing facilities, and it only serves to illustrate that while you may keep a first-class elevator with up-to-date, adequately maintained weighing facilities, your neighbor may do nothing to keep his weighing facilities in repair; hence, you suffer because he creates the same feeling of mistrust for these weighing records. Then, too, even on defective record cars a poor station record is used against you in the handling of a claim based upon your shipping point weights arrived at with your facilities.

Much has been said about the "clear record" grain claims. There was, during Federal control, promulgated by the Director General of Railroads certain orders which denied to the carriers under Federal control the right to amicably settle such claims, not attempting however, to defeat by the order any legal remedy which the shipper might have arising out of the transportation of a carload of grain as to which the record of handling by the

carrier was clear. While there was no such order after Federal control terminated, it is generally known that the policy of the Railroad Administration was radically changed as to this class of claims and that they were adjusted on their merits, as they should have been in the first instance. The mere fact that the carrier's record of handling is clear is not conclusive that there was no grain lost.

"Grain door leaks" have resulted in much argument. If the grain door material furnished is obviously defective, you should reject it and have suitable material furnished. This does not mean, however, that, if you fail to reject grain door material or grain doors which later prove to be defective, you cannot recover for your loss of grain on that account. The carriers generally recognize this class of claims as meritorious.

The Interstate Commerce Commission investigated grain claims and made many suggestions helpful to both carriers and shippers in its report in docket No. 9009. In it is the inference that shippers present many claims without knowing that they have actually sustained a loss and that a proper effort should be made to determine in advance whether a claim is justified. This follows a suggestion that a comparison between the destination weights and the weights of grain purchased and shipped during the season should throw considerable light on the aggregate amount of loss claimed. Possibly this may be so in determining the actual loss from a station for a year, but if you get the impression that you should wait until the conclusion of a year's business before presenting a claim, you will find that many of your claims are outlawed—they are barred by the six months' provision of the bill of lading. Present your claims promptly so that they may be investigated while the handling by the carrier is fresh in the minds of those concerned with the operation and while the parties making those records are available.

Some newspaper publicity has given the wrong impression to that section of the new Transportation Act, the filing of reparation claims within one year from March 1, 1920, and many shippers think that this has reference also to loss and damage claims. The one year provision does not relate to this class. The terms of the Act are clear and actions may be commenced within two years and one day from the time your loss accrued on any shortage claim, providing you presented a claim within six months. This applies to all Federal control claims and all such claims arising during that period must be asserted within two years from March 1, 1920. The Act providing also that claims against the carriers on shipments prior to Federal Control might be asserted in the courts within the usual period of limitation excluding the period of Federal control, so that on March 1, 1921, all claims arising out of shipments during 1917 were still valid claims so far as the institution of suit on them is concerned, providing the claims had been presented within the six-months period provided in the bill of lading.

During the middle of February there was issued by the Railroad Administration an accounting circular concerned with the presentation of overcharge and reparation claims to the Commission, wherein all shippers having these claims were advised that they must be filed with the Commission before March 1, 1921, or they would not be considered or paid by the Railroad Administration. It is not clear that the Transportation Act of 1920 insofar as it covers this subject justifies this ruling. There are a large number of claims for shippers of grain and other products arising out of straight overcharges where the reasonableness of the given rate or combination of rates or rate practices are not in dispute. There were always two remedies: the presentation of a reparation claim before the commission; and an action in the Federal courts to recover the overcharge. Neither has been generally considered exclusive of the other.

I believe that where there is a straight overcharge by an application of the wrong rate, due more to clerical error than to intent to charge a different rate than the one which should have been charged, that such claims do not necessarily require presentation to the Interstate Commerce Commission, but may be asserted in the Federal courts, notwithstanding the accounting circular referred to. Certain classes of claims involving overcharges in freight rates must have their validity determined by the Commission, because it may not be conceded that the method used in arriving at the rate is unjust or unreasonable; in other words, the commission is the exclusive tribunal to determine the reasonableness of any given rate or practice, but where reasonableness is not involved it is not the exclusive tribunal. There is considerable variety of opinion on this subject and until the courts determine the question it cannot be said reliably as to which view is correct. It is not generally thought, however, that Congress intended to impose upon the Interstate Commerce Commission the burden of considering all straight overcharge claims which arose during Federal control, and if you have claims of this character which you did not file with the commission before March 1, 1921, I think you can still make recovery for these overcharges.

While it has been my purpose to discuss with you

some of your practical needs, perhaps I have strayed somewhat from the practical to the technical side of this situation, but if you have gained anything of value from any one subject, I shall feel that my remarks have not been entirely in vain. The particular subjects upon which emphasis should be laid are these: Keep your weighing facilities in good condition; keep your records of

shipments up-to-date and in businesslike fashion; do all that you can to minimize any losses likely to occur to you as shippers by reason of defective equipment or facilities furnished by the carriers; present your claims promptly—certainly no later than six months after the loss occurs—and if you are unable to make settlement, protect your rights by an action in court within two years and one day.

TRANSPORTATION

CLAIM FOR LOSS ON GRAIN

The Supreme Court of Nebraska recently held, in *Nye-Schneider-Fowler Company vs. Chicago & Northwestern Railway Company*, (182 N. W. Rep. 967), that a railroad is liable for loss of grain, and proof of loss makes a *prima facie* case against the company, but the company is not liable for natural shrinkage. The burden of proof of loss is on the shipper.

WESTERN GRAIN RATES

The Kansas Public Utilities Commission has petitioned the Interstate Commerce Commission to lower rates on grain, grain products and hay on their own motion. Other western states are expected to intervene in the petition. Chairman Clark, before whom the petition was presented, said the Commission realized the seriousness of the situation and that it would approach the matter sympathetically. This is looked upon as a hopeful sign that the western rate situation on grain and hay will be adjusted.

RATES ON EXPORT GRAIN

Disregarding the protests of St. Louis and other points west of the Mississippi, the Commission, June 30, voted not to suspend tariffs reducing, on July 1, the rates on grain and grain products, for export via north Atlantic ports, three cents per 100 pounds. The reduction was made in furtherance of the general plan of the railroads, endorsed by the Commission, to restore, in part, if not in full, the relationship of rates on grain, for export, through the north Atlantic and gulf ports. They were thrown out of gear by the various percentage advances to such an extent that the difference in rates between New Orleans on the one hand and Baltimore on the other, for illustration, prior to the reduction operative on July 1, was about double the difference in rates prior to the percentage advances.

RATES ON GRAIN

In his testimony before the Senate Committee on Interstate and Foreign Commerce on the effect of the rate increases under the Ex Parte 74 on the movement of grain, Mr. Chalmers, vice-president of the Santa Fe, said on May 27.

"Knowing that on account of the delicacy of the grain-rate adjustment in the United States the percentage advance which it allowed in Ex Parte 74 would disrupt some recognized relationships, the Interstate Commerce Commission directed that any such disarrangements be corrected by the carriers in the first supplements after their publication of the advance. This direction of the Commission was carefully and promptly followed.

"We have about completed the readjustment of the grain and grain-products rates at the different primary markets and at the Gulf and Atlantic ports for export. In this readjustment some reductions had to be made. Grain is accorded the most favorable of storage-in-transit and milling-in-transit privileges. That is to say, to afford the grain and its products the widest benefit of the competition of markets, freight rates are so adjusted that in moving the grain forward from the field to the primary markets and from one market to another, or from intermediate mills to ultimate destination of the grain products, the through rate from point of origin to final destination, is protected. This arrangement permits the millers at intermediate points to purchase grain, stop it at their mills, grind it and ship the product thereof, not on the sum of the rates in and the rates out, but on the through rate from point of origin of the grain to the ultimate destination of the product, provided this transaction takes place within one year following the date of the initial movement. This is a very valuable privilege in marketing grain; and although the rates (under Ex Parte 74) were advanced on August 26, 1920, these advances have not been applied on any grain which was in transit prior to that date. It can be safely said that there is no other commodity transported on which the rail carriers afford greater privileges or perform more service under the through rate. No other commodity requires so much care by the carriers in providing what may be called a perfect car for the prevention of losses in transit; and even with the

utmost care, heavy losses inevitably result. It may be added here that farm products generally have always been the special care of the carriers, as the movement of such commodities mean much.

"The average haul and the average charge per hundred for the country as a whole are as follows:

Average Haul Grain Flour	Average Rate Grain Flour Per 100 lbs.
Miles	lbs.
Country as a whole..498	630 24.8 cts. 29.25 cts

"That table shows a freight rate of 15 cents per bushel on wheat.

"The movement in tons of grain and grain products for each quarter of 1920, during the last of which quarters the higher rates were in effect, was as follows:

GRAIN AND GRAIN PRODUCTS

1st Quar.	2nd Quar.	3rd Quar.	4th Quar.
Tons 18,425,211	14,284,051	19,251,813	18,043,760

"The exports and imports of wheat in bushels for three years, ending with 1920, during the last quarter of 1920, the higher rates being in effect, were as follows:

	1918 Bushels	1919 Bushels	1920 Bushels
Exports	111,177,103	148,086,479	218,280,231
Imports	17,035,986	7,910,701	35,848,648

"Comparing December, 1919, with December, 1920, the exports and imports of wheat were as follows:

	1919 Bushels	1920 Bushels
Exports	9,519,708	25,896,270
Imports	309,128	11,275,104

"The average fluctuation weekly in the price of wheat at Chicago in 1919 and 1920 was nearly 10 cents per hundred. The monthly and yearly fluctuations in prices of grains, of course, amounts to many times the increase in freight rates.

"As I remarked first in dealing with the subject of grain, all irregularities of recognized rate relation have been worked out by the carriers to the satisfaction of shippers; and the experience shows that the thing to do is to leave any remaining adjustments to be worked out by the co-operation of the carriers, the shippers, and the Interstate Commerce Commission."

GRAIN CAR SUPPLY

In a summary of general conditions as of June 28, W. L. Barnes, executive manager of the car service division of the American Railway Association, said: "The supply of box cars in excess of requirements continues to decrease. This is largely influenced by a brisk demand for grain cars in the West. Special attention must be given to keeping Class A box cars out of rough freight service, as the demand is increasing rapidly for cars suitable for grain, flour, cement, sugar, etc. It is very important to continue returning promptly to home roads cars belonging to grain loading lines."

The number of surplus freight cars continues to decline. On June 23 there were 377,850 cars in excess of current freight requirements or a reduction of 3,896 cars compared with June 15.

WASHINGTON MUDDLES GRAIN RATES

The Washington State Commission has created something of a complication in the grain situation in the north Pacific Coast country, by suspending for 90 days, from July 1, increased rates on grain from points in Washington to the Puget sound ports; filed by the carriers in compliance with the Commission's advisory report on No. 10448, Inland Empire Shippers League vs. Director General, et al. In that report the Commission said the carriers should remove the undue prejudice against Portland, Ore., on shipments from the inland empire south of the Snake River, by reducing the rates to Portland by 5 per cent, and increasing those to Puget sound ports by an equal percentage.

Suspension of the tariffs naming increased rates has the effect of leaving the rates to the Puget Sound ports via interstate routes higher than via the routes lying wholly within the state of Washington. Such a difference in rates in large measure will defeat the object of the Federal Commission. The Washington Commission was at liberty to suspend the tariffs applicable on traffic within the state because there was no order by the Federal Commission requiring the carriers to put into effect increased rates to the Puget Sound ports.

ELEVATOR AND GRAIN NEWS

CANADA

Capitalized at \$250,000, the Searle Grain Company, Ltd., has been incorporated at Melfort, Sask.

The contract has been let by A. H. Lee & Son of Waltham, N. D., for the erection of a modern elevator at Haskett, Man.

The Saskatchewan Co-operative Elevator Company is to build a 35,000-bushel elevator at Hodgeville and another at Spalding, Sask.

A. Snelgrove is now operating the elevator at Fort William, Ont., as the Merchants Grain Company. It was formerly operated as the F. A. Guy Grain Company.

EASTERN

The grain, coal, etc., business of E. A. Fuller at Belchertown, Mass., has been purchased by Ryther & Warren of Enfield.

The Le Roy Grain Growers Co-operative Association has been organized at Le Roy, N. Y., to buy and sell grain and feed.

To handle feed, flour and grain, J. B. Reed & Sons, Inc., have been incorporated at Millerton, N. Y., capitalized at \$100,000.

The Lemaster Feed & Grain Company of Philadelphia, Pa., is succeeded there by the New Lemaster Elevator Company. A. Meyers will be managing partner.

To deal in grain, hay, feed, etc., the Charles P. Washburn Company has been incorporated at Boston, Mass., capitalized at \$95,000. Chas. P. Washburn is president and treasurer; Anna K. Washburn, and Joseph A. Bassett are also interested.

ILLINOIS

The Morris Grain Company of Morris, Ill., has purchased a Trapp Auto Truck Dump.

A new 10-ton weighing scale has been installed in the elevator of W. B. Cavanaugh at Kewanee, Ill.

Feed and flour will be carried as sidelines by P. S. Bronaugh who conducts the elevator at Auburn, Ill.

The Einstman Grain Elevator at Naples, Ill., has been purchased by the Blackburn-Houston Grain Company.

The Farmers Elevator Company's plant at Elmwood, Ill., is to be equipped with a U. S. Sheller and Cleaner.

The C. H. Wayne Elevator at Taylor Ridge, Ill., has been leased by John McClune. Possession was given on June 15.

The Fancy Prairie Co-operative Company has succeeded the Fancy Prairie Grain & Coal Company at Fancy Prairie, Ill.

L. A. Junod is now in the grain business at Greenville, Ill. He was formerly manager for the Greenville Equity Exchange.

The contract has been let for the installation of a 40-horsepower motor in the plant of the Gillespie (Ill.) Farmers Elevator Company.

Shearer & Co., have purchased the grain elevator of the Farmers Elevator Company at Steward, Ill. They now have two elevators there.

A suction fan has been installed in the elevator of the Barnes Grain Company at Barnes (Normal p. o.), Ill. T. J. Hadley is manager.

The Farmers Elevator Company at Sadorus, Ill., is to reorganize on a co-operative plan. The company has increased its capital stock to \$50,000.

The Leonore (Ill.) Farmers Elevator Company is succeeded there by the Leonore Co-operative Grain Company. It will be conducted on the co-operative plan.

Seaman & Morris of Doran, Ill., will erect a new cob house and workhouse. The installation includes a corn cleaner, engine, boiler, drives and wagon scale.

An elevator is to be erected at Griggsville, Ill., for the Griggsville Farmers Co-operative Elevator Company which was recently incorporated, capitalized at \$30,000.

A building 40x80 feet is being erected at Utica, Ill., for the Utica Elevator Company for its implement and hardware business. There is also being built a 32x100 foot coal shed.

The elevator, grain and lumber business at Hillsdale, Ill., owned by John F. Butzer have been taken over by the Farmers Co-operative Company. The

firm was organized with a capital stock of \$40,000. John Woodburn is president.

The Farmers Elevator Company of Orleans, Ill., has equipped its elevator with a U. S. Corn Sheller.

The grain elevator and business of R. L. Rathburn at Meadows, Ill., have been purchased by the Meadows Grain & Coal Company. Mr. Rathburn will retain his interest in the grain business of Rathburn & Claudon at Gridley.

IOWA

F. J. Weaver of Gifford, Iowa, will erect a new plant and operate it. It will be operated electrically.

Guy D. French is new manager of the Farmers Elevator Company at Nevada, Iowa. He succeeds J. H. Reiber.

Frank Anderson succeeds Bert Cross as manager of the grain and feed business of the Farmers Union at Birmingham, Iowa.

W. J. Hager is succeeded in his position as manager of the Farmers Elevator Company at Alden, Iowa, by C. H. Armour.

H. E. Duke is succeeded as manager for the Farmers Elevator Company at Geneva, Iowa, by John Laipple of Faulkner.

The contract has been let by Edington & Welch of Pioneer, Iowa, for a new elevator. This will replace the one which burned.

The Wheatland, Iowa, elevator of the Hatch & Brookman Lumber Company has been purchased by the King-Wilder Grain Company.

The Farmers Co-operative Company of Bridge-water, Iowa, will erect a new coal pocket of 200 tons' capacity. Modern machinery is to be installed.

An addition is being built to the elevators of the Farmers Co-operative Exchange at Washington, Iowa. A sheller and cleaner are also being installed.

The Farmers Elevator Company of Alburnett, Iowa, has equipped its plant with a direct connected attrition mill operated by two 20-horsepower electric motors.

The Hays Elevator at Mt. Union, Iowa, has been purchased by the Farmers Elevator Company. Possession was given July 1. Alfred Rasmus is manager of the company.

The Bouton Grain Company and the O'Malley Elevator Company of Bouton, Iowa, have consolidated as the Bouton Elevator Company. Changes and improvements are to be made.

Articles of incorporation have been filed by the Farmers Elevator Company of Guthrie Center, Iowa. Its capital stock is \$50,000. Geo. Ohes, O. W. Simmons, S. O. Mallet and others are interested.

A rat proof and fireproof building has been erected for the Farmers Elevator Company at Eldridge, Iowa, to take care of its rapidly growing feed department. The building is constructed of hollow tile.

Frank Taylor has purchased the elevator of R. L. Staben at Ireton, Iowa. He will operate it with his sons, William and Frank, Jr. Mr. Taylor was formerly manager of the Farmers Co-operative Company.

The Iowa Grain Company of Des Moines, Iowa, has been dissolved as a partnership. The firm will be known as the J. C. Lake Grain Company with offices in the Citizens' National Bank Building. J. C. Lake is president.

INDIANA

The capital stock of the Farmers Elevator Company at Laketon, Ind., has been increased to \$80,000.

The elevator of the Davis Grain Company at Chatterton (Pine Village p. o.), Ind., has been purchased by D. A. Lawson.

The Kinsey Elevator at Roann, Ind., is under the management of Loren D. Underhill of Silver Lake. He succeeds Frank Alger.

The Nading Bros. succeed Martin Cutsinger as owner of the grain business at Flat Rock, Ind. The change took place July 1.

The plant of the Farmers Elevator Company at Mexico, Ind., which burned in January is to be rebuilt. Roy A. Kinju is manager.

Caldwell C. Cartwright, Chas. F. Headington and Carl C. Russell have filed articles of incorpora-

tion as the Russel Elevator Company at Portland, Ind. Its capital stock is \$50,000. The company will conduct a grain elevator.

Shane & Whitecotton have built a 25,000-bushel elevator at New Rose, Ind. The old elevator was torn down. The new plant is electrically operated.

The elevator at Freeland Park, Ind., owned by Wm. Harmon of Oxford, has been purchased by Millard Farden and S. S. Jacobs of Pine Village.

An oil engine replaces the steam plant in the elevator of the P. W. Milliken Company at Mes-sick, Ind. A gravity loading device has also been installed.

The elevator interests of the Kinney Grain Company at Tipton, Ind., have been sold to O. F. Brower of Tipton. It is one of the largest elevators in the vicinity.

The elevator at Westport, Ind., which the Blish Milling Company of Seymour, Ind., has been operating under a lease for some time has been purchased by the company.

The Maddox Warehouse at Madison, Ind., has been leased by the Co-operative Service Company which was recently organized. The company will not build this year.

A one-story concrete block warehouse costing \$4,500 and to be used for storing grain and flour is to be erected at Gary, Ind., for Hauprich & Hall, wholesale dealers in feed and flour.

A concrete elevator is to be built for the Suckow Milling Company of Franklin at Greenwood, Ind. The elevator will have a capacity of 50,000 bushels and will be of fireproof construction.

Edwin Price has leased the grain handling facilities of a building at Richmond, Ind., formerly known as the Champion Roller Mills. He leased the building from George Seidel of the Pilot Motor Company which recently acquired the property.

The grain elevator at Valparaiso, Ind., has been purchased by a group of business men from Chat-field. The company is capitalized at \$25,000. N. E. Geiger, Geo. Brause, H. N. Oberlander and Jacob and S. J. Brown are interested. S. J. Brown will manage the company.

OHIO AND MICHIGAN

A new office and warehouse is to be erected at La Rue, Ohio, for the La Rue Grain & Supply Company.

Charles V. Harris has purchased the property of the Owosso Elevator & Lumber Company at Owosso, Mich.

A Carter Disc Separator has been installed in the elevator of the L. & L. Jenison Company of Jenison, Mich.

F. O. Perry is secretary-treasurer of the Farmers Elevator Company which was recently organized at Vernon, Mich.

The capital stock of the Ottawa Grain & Milling Company of Ottawa, Ohio, has been decreased from \$100,000 to \$50,000.

The Heffner Grain Company of Circleville, Ohio, has succeeded the Orient Grain Company in business at Orient, Ohio.

The capital stock of the Wooster Grain & Seed Company of Wooster, Ohio, has been increased from \$100,000 to \$125,000.

Ground at Lancaster, Ohio, has been leased by Raub & Moordhank on which they will erect an elevator and two tile silos.

H. G. Pollock has bought the grain elevator at Mermill, Ohio, owned by Brant & Hollerbaugh. It is operated by J. M. Eckert.

The capital stock of the Rochester Farmers Elevator Company of Rochester, Ohio, has been increased from \$15,000 to \$25,000.

The elevator of the Havens Grain Company at Havens (Fremont p. o.), Ohio, has been sold by the firm to J. L. Shaw of Prairie Depot.

The elevator of the Rawson Co-operative Grain & Supply Company at Findlay, Ohio, has been improved and overhauled at a cost of \$5,000.

The new grain elevator of the Gleaners Clearing House Association at Berrien Springs, Mich., has been opened. It will be conducted on a co-operative basis.

The Karnes Bros. have sold their elevator and warehouse at Deerfield, Mich., to the Deerfield Co-

operative Association. W. P. Karnes is manager of the grain department, and C. J. Karnes, manager of the livestock business.

H. Updike is succeeded as manager of the Farmers Grain Company of Cedarville, Ohio, by L. R. Fawley. Mr. Updike will engage in the grain business at Centerburg, Ohio.

The elevators of the La Rue Farmers Exchange at Agosta, Ohio, which burned in March is being rebuilt. The new house will have a capacity of 20,000 bushels. J. E. Stayman is manager.

Capitalized at \$10,000, the Interstate Grain & Storage Company has been incorporated at Fostoria, Ohio. Those interested are F. L. Hoffman, J. W. Enrought, F. T. Beauregard and A. T. Ducia.

The elevator at West Mansfield, Ohio, formerly conducted by the Farmers Elevator Company, has been leased to R. W. Hertenstein of Horton Station. The Farmers company has discontinued business.

Farmers around Rosewood, Ohio, have organized the Rosewood Farmers Exchange Company, capitalized at \$25,000. They have purchased the Pickering Elevator there which has been standing idle for 10 years.

The contract has been let by the Lucky Farmers Exchange of Le Moyne, Ohio, for a 12,000-bushel reinforced concrete elevator. The elevator will be run by electricity and will be equipped with a 10-ton Type "P" Fairbanks Auto Truck Scale, Sidney Sheller, Monitor Cleaner, Sidney Manlift and automatic scale.

MINNESOTA AND WISCONSIN

Albert Sterr has bought out his brothers in the Star Malt & Grain Company at Lomira, Wis.

The elevator of the Great Western Elevator Company at Wood Lake, Minn., has been repaired and painted.

The grain business of H. H. Peters & Son at Brooks, Wis., has been purchased by the Equity Exchange.

The elevator of the Stillwater Market Company at Stillwater, Minn., is under the management of O. T. Griffiths.

The Cargill Commission Company purchased at auction the property of the Waseca Milling Company at Waseca, Minn.

The St. Paul Milling Company of Minneapolis, Minn., is operating temporarily the elevator of the Godfrey Grain Company.

The interest of John Goodland in the Western Elevator Company at Appleton, Wis., has been sold by him to John M. Peters.

C. O. Distad of Byron, Minn., has been elected manager of the Spring Grove Stock & Grain Company of Spring Grove, Minn.

J. F. Woodward succeeds Wm. Luth as manager of the Erwin Elevator Company of Long Prairie, Minn. Mr. Luth retired June 1.

O. D. Smith is succeeded as manager of the Farmers Elevator Company by I. Ibsen at Currie, Minn. Mr. Ibsen came from Bird Island.

Possession has been given M. P. Eidberg of the elevator at Starbuck, Minn., which he purchased several months ago from Carl N. Nelson.

The Isanti Co-operative Produce Company of Isanti, Minn., is going to build a 20,000-bushel elevator. The elevator will be of frame construction.

The Monarch Elevator Company, Minneapolis, Minn., has closed its Republic Elevator, temporarily. During the time it is closed down repairs are to be made.

The National Elevator Company will wreck its elevator at Glyndon, Minn., and will replace it with a modern 30,000-bushel elevator. The contract has been let.

E. W. Eaton is now manager of the Farmers Elevator at Chandler, Minn. He has been managing the Farmers Elevator at Lismore, Minn., for the last year.

The potato warehouse of W. H. Ferrel & Co. of Minneapolis, Minn., at Sauk Rapids, Minn., has been purchased by the Sauk Rapids Elevator Company.

Paul Stram is manager for a number of elevators of the Armour Grain Company at Oconomowoc, Wis. He had been manager of the Farmers Company at Sturgeon Bay, Wis.

The Maple Island (Stillwater p. o.), Minn., elevator formerly operated by the Osceola Mill & Elevator Company has been taken over by the Hewitt Grain & Provision Company.

Repairs have been completed to the elevator of the Farmers Co-operative Association of Jackson, Minn. A new driveway has been built, a new foundation put in and new equipment installed.

The interest held by John Saboe in the Independent Elevator at Madison, Minn., has been purchased by Leonard Jacobson. Mr. Jacobson last fall sold his holdings in the elevator to Mr. Saboe.

Articles of incorporation have been filed at Paynesville, Minn., as the Paynesville Mill & Elevator Company. Its capital stock is \$100,000.

R. A. Koepp and John A. Jerabek are among the incorporators of the company. The contract has already been let for the erection of a grain elevator and mill.

Nicholas Meyers, Mark A. Williams and B. J. Kauphusman have incorporated at Lewiston, Minn., as the Lewiston Elevator Company. The firm will deal in grain, hay, seeds, etc. Its capital stock is \$100,000.

Capitalized at \$5,000, the Grange Hall Shipping Association has been organized at Maiden Rock, Wis. The company will deal in grain, hay, produce, livestock, etc. L. J. O'Connell, G. Mortimer and Paul Gilles are interested.

The contract has been awarded by Ben Garding for the erection at Eden Valley, Minn., of a grain elevator of 18,000 bushels' capacity. It will be erected on the site of the old Farmers Elevator. The plant will be completed by July 15.

The elevator of the Glen Grain & Fuel Company at Glenwood, Minn., which burned recently, is to be rebuilt. It will have a capacity of 20,000 bushels when completed and will be of galvanized iron. There will also be built a brick office.

Organization was recently completed of a co-operative elevator company at Audubon, Minn. Alfred Gilbertson is president; Geo. P. Olson, vice-president; J. P. Boyer, secretary-treasurer; A. B. Davis, S. Moe, J. A. Johnson and J. F. Johnson, directors.

The Hammond Produce Company of Hammond, Wis., has sold out to A. C. Thoreson of Baldwin, Wis. The property includes an elevator, feed mill, warehouses for flour, feed, coal, supplies, etc. The Hammond Produce Company recently went into bankruptcy with liabilities of \$40,000.

The Northfield, Minn., elevator of the Farmers Mercantile & Elevator Company has been purchased by the Northfield Farmers Co-operative Elevator Association. The latter company was recently organized, capitalized at \$50,000. The company has also purchased an elevator at Dundas, Minn.

To engage in the grain and milling business, the Freitag & Hefty Company has been organized as a partnership at New Glarus, Wis. Henry T. Freitag, Henry Hefty and Peter Hefty are the partners. They have leased temporary quarters pending the construction of a warehouse, elevator and flour and feed mill.

THE DAKOTAS

John McBride is to be grain buyer at the Occident Elevator located at Sanger, N. D.

The National Elevator Company of Crystal, N. D., is making general repairs at its elevator.

W. H. George has resigned as manager of the Farmers Elevator Company at Oldham, S. D.

A grain elevator is to be erected on the site of the Farmers Elevator Company at Huff, N. D.

C. G. Johnston succeeds P. H. Morrow as manager for the Farmers Elevator Company of Williston, N. D.

The Sykeston Farmers Elevator Company operating at Sykeston, N. D., has been reorganized, capitalized at \$15,000.

The Farmers Elevator Association has purchased the elevator of the Bismark Elevator Company at Mannheim, N. D.

The contract has been let by the Farmers Elevator Company of Vienna, S. D., for the installation of a truck dump and scales.

Fred Klein has resigned as manager of the Powers Elevator Company, to become manager of the Farmers Elevator at Beulah, N. D.

A new office is being built by the Farmers Grain Company of Gwinner, N. D., and other necessary repairs are being made. Theo. Odegard is manager.

The grain elevator at Sykeston, N. D., has been purchased by F. A. Weist. He was formerly manager for the New England (N. D.) Equity Exchange.

The Hawkeye Elevator at Oakes, N. D., has been purchased by K. H. Greve & Son of Herreid, S. D. It will hereafter be known as the Home Elevator.

The elevator at Halliday, N. D., formerly owned by the Halliday Grain Company has been purchased by the Ligenfelter Bros. from the Fidelity & Deposit Company of Baltimore.

Hans Hedeler, Weldon F. Brooks and Ralph J. Albright have filed articles of incorporation at Lake Andes, S. D., as the Farmers Elevator Company. Its capital stock is \$15,000.

Farmers around De Lamere, N. D., have decided to rebuild their elevator there which burned. Plans are under way to have the elevator ready for operation on the 1921 crop.

The recently organized Farmers Co-operative Company of Onida, S. D., has purchased the elevator and good will of the Onida Grain & Stock Company. Possession was given new owners on June 20.

A new grain elevator with capacity of 35,000 bushels and costing \$30,000 is to be erected at Fargo, N. D., for the Fargo Mill Company. It will

be of reinforced concrete construction and will be equipped with modern machinery, including cleaning apparatus.

The Spaulding Elevator at Baker, N. D., is to be rebuilt. The plant burned about two months ago with a loss of 10,000 bushels wheat. Albert Lamsdal will continue as manager.

The Western Improvement Company of Minot, N. D., has purchased a Trapp Auto Truck Dump for the Farmers Elevator, Wabek, N. D.; Farmers Co-operative Elevator Company of Minot, N. D., Trapp Auto Truck Dump.

The Hagna-Gilbert Lumber Company has purchased the Farmers Lumber & Grain Company at Strandburg, S. D. The general office of the Hagna-Gilbert Lumber Company is in Watertown with H. A. Hagna and G. A. Gilbert as partners.

The Farmers Elevator Company is going to replace its elevator at Straubville, N. D., which burned, with a 40,000-bushel elevator. The equipment will include a 25-horsepower engine, shipping scale, Howe Platform Scale and truck dump.

SOUTHERN AND SOUTHWESTERN

The capacity of the Farmers Co-operative Association of Hobart, Okla., has been doubled.

A grain elevator is to be established at Louisville, Ga., in which W. W. Abbot is interested.

The new office manager of the Cherokee Grain Company of Oklahoma City, Okla., is R. Brown.

A grain elevator is being erected at Finney Switch, near Plainview, Texas, by L. J. Halbert.

P. J. Neff's new 30,000-bushel elevator at Happy, Texas, has been completed. The elevator is iron clad.

A grain elevator has been completed at Tahoka, Texas, for the Edwards Bros., grain dealers of this place.

To handle grain, feed and hay, an office has been opened at Lawton, Okla., for the Donahoo Grain Company.

E. I. Hall is succeeded as manager of the Farmers Grain & Supply Company of Greenfield, Okla., by H. R. Doek.

The Mytinger Grain Company is overhauling its elevator at Chillicothe, Texas. Luther Rutledge will be manager.

A portable car loader has been installed in the plant of the Farmers Grain & Elevator Company of Groom, Texas.

The L. E. Cearley Grain Company of Canyon, Texas, is installing an automatic scale and a Howe 10-ton Truck Scale.

The Townsend Grain Company of Happy, Texas, has opened an office at Amarillo, Texas. J. W. Hicks is in charge.

A brick and tile building to be used as grain storehouse is to be built at Mineral Wells, Texas, by A. B. and J. F. Middletown.

A grain elevator is under course of construction at Granite, Okla., by L. H. Gabbert & Sons. Ed Hester is to be in charge.

The Panhandle Grain Company is succeeded at Canyon, Texas, by Ash & Hunter. The new owners are operating the elevator.

A 10-ton Fairbanks Truck Scale has been installed in the elevator of the Plains Grain Company of Abernathy, Texas.

New machinery, including cleaner, separator and scalper, is being installed in the elevator of Keel & Son at Gainesville, Texas.

New quarters in Marshall, Texas, are now occupied by the Pitts-Lathrop Company. The firm handles grain, hay, stock feeds, etc.

Eli Morgan has purchased the property of the J. G. Jones Grain Company at Wichita Falls, Texas, and will operate under the old name.

Grain, hay and seeds are to be handled at Sherman, Texas, for the Sherman Grain & Seed Company. J. A. Hughes will be manager.

E. L. Martin has purchased the Corsicana Grain & Mill Company of Corsicana, Texas. He will operate at once. Consideration was \$7500.

An addition is being built to the office of the Porter Grain Company at Hale Center, Texas. A 15-ton Fairbanks Truck Scale is being installed.

E. M. Rogers, a Fort Worth, Texas, grain dealer, has opened an office in Amarillo, Texas. The office will be under the management of Carl Ferguson.

A grain elevator of 6,000 bushels' capacity is to be erected at Aiken (Floco p. o.), Texas, for the Lockney Farmers Co-operative Society of Lockney.

The office of the Lawton Grain Company at Erick, Okla., is under the management of S. D. Burton. He resigned his position as coach of the freshman class in the University of Oklahoma to go with the grain company.

R. A. Finch, Miss Margaret B. Brown and J. D. Riddle have organized a new grain and hay firm at Dallas, Texas, known as Finch, Brown & Riddle. Mr. Finch has been associated with the Lawther Grain Company for 10 years; Mr. Riddle was for-

merly manager of the Planon Mill & Ice Company and Miss Brown has had 12 years' experience in the grain and milling business.

L. P. Sears, W. P. Vaughn and others has filed articles of incorporation as the Sears Grain Company of Whitewright, Texas. Its capital stock is \$60,000.

The Kiser-Erb Grain Company of Plainview, Texas, is succeeded by the Murphy Feed Company. J. M. Murphy has purchased the stock of the retiring firm.

New machinery, including a Richardson Wheat and Oats Separator has been installed in one of the elevators of the Farmers Grain Company at Tulia, Texas.

Capitalized at \$10,000, the Driftwood Co-operative Exchange has been incorporated at Driftwood, Okla. Ross Graham, F. A. Morton and W. H. Bahr are interested.

The capacity of the plant of the Gerlach Elevator Company at Bessie, Okla., is to be doubled, according to announcement made by the Bessie manager of the company.

The elevator of the Farmers Elevator Company at Carter, Okla., has been purchased by B. O. Davis. The house was formerly owned by W. Kemp of Frederick.

Improvements are being made to the Rogers Elevator at Guymon, Okla. Included in them is the erection of a storage room with capacity of 6,000 bushels grain.

The New Era Elevator at Fairmont, Okla., has been purchased by the Farmers Elevator Company. The elevator opened for business under the new management on June 20.

The contract has been let by the State Dock Board of New Orleans, La., of which W. O. Hudson is president, for the erection of a marine leg to the public grain elevator.

The Erick Wheat Growers Elevator Company was incorporated at Erick, Okla., capitalized at \$25,000. The incorporators are: W. H. Matherly, J. W. Brady and J. T. Carmichael.

A charter has been granted the Pruitt-Caldwell Grain Company of Alex, Okla., capitalized at \$7,000. The incorporators are: George R. Caldwell, J. H. Pruitt and Mrs. Annie Pruitt.

An addition has been completed to the 16,000-bushel elevator of the Hale Center Elevator Company of Hale Center, Texas. Another leg and motor has also been installed.

A half interest in the Lampasas Grain Company of Lampasas, Texas, has been purchased by E. B. Millican. The new firm will be known as Thomas & Millican, managers of the Lampasas Grain Company.

F. S. Austin, J. R. Eldridge and F. I. Jewett have incorporated the Austin Grain Company of Big Cabin, Okla. Its capital stock is \$5,000. The company has purchased or leased several grain elevators.

The Clyde Co-operative Association of Clyde, Okla., with principal office at Medford, has been incorporated with a capital stock of \$12,000 by D. J. Yerion, A. B. Davis and D. R. Garringer, all of Medford.

A branch office of the W. B. Stowers Grain Company of Oklahoma City, Okla., is to be opened at St. Louis, with Mr. Stowers in charge. The company has an office at Amarillo, Texas, in charge of H. C. Adams.

H. Householder is succeeded as manager of the Hydro, Okla., elevator of the El Reno Mill & Elevator Company by Robert Stockton. Mr. Householder has been transferred to the company's Minco plant as manager.

J. F. Weiser is general manager of the Waco Mill & Elevator Company of Waco, Texas. He succeeds T. P. Duncan who will go to Wichita Falls where he will be manager of the Wichita Falls Mill & Elevator Company.

The Marshall Grain Company has discontinued its office at Amarillo, Texas. S. C. Master, manager at Amarillo, has gone to Watonga where he has purchased an interest in the company. Hereafter that will be operated as Marshall & Masters.

Trapp Auto Truck Dumps have been purchased by the following grain companies: Elbert Cliff, contractor, for elevators at Perryton, Wake and Farnsworth, Texas; Zobisch Grain Company, Geary, Okla.; Singley Bros., Wellington, Texas; Dacoma Milling Company, Dacoma, Okla.; Star Engineering Company for elevator at Huntoon, Texas; Light Grain & Milling Company, Tyrone, Okla.; Dunlap-Ferrell Grain Company, Carnegie, Okla.; Southwestern Engineering & Machinery Company of Enid for elevator at Duke, Okla.; Enid Milling Company, Enid, Okla., for elevators at Carrier, Goltry, Helena, Lahoma, Eddy, Billings (2) and Meno; W. M. Randels Grain Company of Enid for elevators at Lovell, Okla., and Hillsdale, Okla.; Nelson Grain Company, Canton, Okla.; Burlington Grain Company, Burlington, Okla.; Kingfisher Mill & Elevator Company for Okarche and Reeding, Okla.; Chickasha Milling Company of Chickasha, Okla.,

for elevator at Mountain View, Okla. Trapp Combination Truck and Wagon Dumps have been purchased by the Farmers Elevator Company, Waukemia, Okla.

The Kingfisher Mill & Elevator Company recently sold its elevator at Kingfisher to Otto Zala-bak, formerly a member of the Board of Directors of the Farmers Elevator Company of that place.

The W. B. Johnson Elevator Company of Enid, Okla., which owns several plants in the northern portion of the state, recently purchased the elevator at Kingfisher, owned by M. E. Pennington. The latter will continue in the grain business at some other point.

The elevator of A. D. Winsor at Frederick, Okla., has been leased by him to the D. H. Sims Grain Company. Mr. Winsor has purchased the elevator at Huffine Switch (p. o. Frederick) from Huffine & Company, and will operate it in connection with his elevators at Manitou, Hollister, Loveland and Huffine.

WESTERN

A farmers elevator is to be erected at Corvallis, Montana.

The elevator of Peter T. Berven at Roundup, Mont., has been sold by him.

The Mikkalo Farmers Elevator Company of Mikkalo, Ore., is to be dissolved.

J. R. Smyth has sold his interest in the Chinook Mill & Elevator Company of Chinook, Mont.

A \$100,000 elevator is to be built at Miles City, Mont. Chas. Hanson will have charge of the business.

A new elevator is being built at Stratton, Colo., for the Nebraska-Colorado Grain Company of Sidney, Neb.

The Riverton Elevator Company has purchased the Oakdale Milling Company's elevator at Riverton, Wyo.

A 10-ton truck scale is to be installed in the plant of the Dailey Co-operative Elevator Company of Dailey, Colo.

An interest in the Export Grain Company at Sterling, Colo., has been purchased by Carl S. Ellers and H. W. Ellers.

The Mosher Grain Company has taken over the Stinson Grain Company at Arriba, Colo. Dan W. Mosher is manager.

The Packard Farmers Warehouse & Elevator Company is building a new grain elevator to cost \$15,000 at Tiger, Wash.

The Niobrara Lumber Company is making plans for the erection of a grain elevator of 10,000 bushels capacity at Lusk, Wyo.

The elevator of the Farmers Platte Valley Milling & Elevator Company of Fort Morgan, Colo., has been closed down for repairs.

A grain elevator, to be conducted on a co-operative basis, is to be erected at Montrose, Colo., for the Montrose County Farm Bureau.

The elevator of the Equity Association at Forest Grove, Mont., has been purchased by the McLean Elevator Company of Square Butte.

The Nebraska-Colorado Grain Company of Sidney, Neb., is erecting a new elevator at Bethune, Colo. Another one is also being erected at Stratton, Colo.

The warehouse of the Newark Grain Company at Palms, Calif., has been leased by W. C. Fritz. He will engage in the wholesale grain, bean and hay business.

P. E. Lundquist, L. J. Nordheim and Peter H. Duns have incorporated the Farmers Co-operative Elevator Company at Hamilton, Mont. Its capital stock is \$50,000.

The Chehalis Grain Company of Chehalis, Wash., has been sold by A. E. Pollom to Virgil Baker and W. H. Smith. The grain company will be incorporated and continued.

The estate of L. Z. Leiter has completed at Clearmont, Wyo., a new 40,000-bushel modern elevator. Joseph Leiter is trustee for the estate. F. W. Lehrack had the contract.

L. E. Pittman is now with the Neil Bros. Grain Company at Prosser, Wash. He was former manager of the Empire Grain Company which is succeeded there by the Neil Company.

Owsley & Case, an old grain firm at Walla Walla, Wash., which discontinued business some time ago, is to be reorganized and will occupy the offices now held by the Northern Grain & Warehouse Company.

An addition is to be built to the elevator of the Berthoud Farm Products Company of Berthoud, Colo. The new structure will take the place of the building now used as an office. The two lower floors will be used as office; the upper floors as grain storage bins.

Dissolution notice has been filed by the Farmers Union Grain & Supply Company of Latah, Wash. A new corporation headed by Charles Blank, Stanley Jarvis, Daniel Michel, T. J. Jarvis and William Wolf, has been formed and will operate as the

Latah Grain company. The holdings include grain elevator, warehouse, office building and all operating equipment and lease of railroad grounds of the dissolved concern. Possession was given July 1.

The Montana & Dakota Elevator at Poplar, Mont., has been purchased by the Occident Elevator Company. A stock of feed and flour is to be carried and the warehouse will be remodeled.

The Boyd-Conlee Company of Spokane, Wash., has started the construction of a new grain storage warehouse and elevator. The warehouse will be 60x150 feet; elevator 40x40 with capacity for 50,000 bushels.

J. W. Elston is building a new warehouse at Centralia, Wash. Mr. Elston and his son started in the grain and seed business there about a year ago. The old building will be equipped as a mill and storage room.

A grain elevator is to be built at Wray, Colo., for Jennings & Roller of Jennings, Kan. The elevator will be of wood, motor driven and equipped with automatic scale, truck dump and Fairbanks Auto Truck Scale.

M. M. Moser has given up his position with the Belt Farmers Mill & Elevator Company of Belt, Mont., and has accepted one with the Farmers Elevator Company of Carter, Mont. He took over his new work on July 15.

Twenty-five warehouses and elevators in Washington Wheat Growers Association this year. The warehouse and elevators have a total capacity of 2,500,000 bushels. Headquarters will be at Spokane, with G. A. Jewett in charge.

The Trapp-Gohr-Donovan Company has sold its Trapp Auto Truck Dumps to the following: Buhl Seed & Grain Company, Buhl, Idaho; Longmont Farmers Milling & Elevator Company, Longmont, for Sterling, Colo.; Moser Milling Company, Yuma, Colo.; G. C. and R. W. Miller, Akron, Colo., purchased a Trapp Combination Truck and Wagon Dump.

Announcement has been made by the Newmark Grain Company of Los Angeles, Calif., that it has gone out of the warehousing business. The warehouse at Calipatria has been leased to the Calipatria Ice & Cold Storage Company; at El Centre to the C. W. Murphey Transfer Company; Brawley, to E. W. Chase; San Fernando, to San Fernando Warehouse Company; Downey to Lawrence Price; Palms to W. C. Fritz.

MISSOURI, KANSAS & NEBRASKA

The C. W. Miner Elevator at Atwood, Kan., is now controlled by Geo. Bastain.

J. E. Pelton is succeeded as manager of the Hord Elevator at Polk, Neb., by E. E. Sisty.

A grain elevator of 10,000 bushels' capacity is to be built at Webster, Kan., for E. F. Jones.

The Alley Grain Company of Mercer, Mo., has moved its headquarters to Princeton, Mo.

The Collingwood Grain Company has succeeded Collingwood & Young at Pretty Prairie, Kan.

The Farmers Co-operative Company of Smithville, Mo., is to erect a new elevator there.

The elevator of the Rock Mill & Elevator Company at Santana, Kan., is being remodeled.

The interest of A. G. Robinson in the elevator at Aurora, Mo., has been purchased by D. Hunt.

The Luray Grain Company has completed and put into operation its new elevator at Luray, Kan.

Repairs are being made to the elevator of the Blaker Lumber & Grain Company at Amsterdam, Mo.

W. H. Ferguson has purchased the two elevators at Waco, Neb., owned by The Jackson Grain Company.

M. Marshall succeeds A. M. McCauley as manager for the Farmers Elevator Company of Schroyer, Kansas.

M. Swanson is now in charge of the Acme Mill & Elevator Company at Friend, Neb., as superintendent.

The Ferguson Grain Company of Lincoln, Neb., now controls the Independent Grain Company of Waco, Neb.

A. A. Dunmire is succeeded as manager for the Farmers Elevator Company at Schulte, Kan., by John Mount.

H. E. Martin is succeeded as manager of the Farmers Elevator Company at Kinney, Neb., by John Watkins.

An automatic scale and manlift have been installed in the plant of the Meller Grain Company of Brewster, Kan.

T. H. Henderson's elevator at Kearney, Mo., has been purchased by the Kearney Grain & Supply Company. The company expects to build a warehouse. Parker McConnell is manager.

The Nebraska-Colorado Grain Company of Lorenzo, Neb., has purchased five Trapp Auto Truck Dumps and two Trapp Combination Truck and Wagon Dumps. The elevator of W. C. Bailey &

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Son being built at Roggen, Neb., is also to be equipped with a Trapp Combination Truck and Wagon Dump.

A new building is being erected at Syracuse, Mo., for G. H. Wheelbeck. The plant will be of hollow tile construction.

C. H. Mossman is succeeded as manager for the Farmers Union Elevator Company, Edgerton, Kan., by C. C. Hawkins.

The Merchants Exchange of St. Louis, Mo., has declared regular the "Exchange" Elevator operated by Jos. F. Albrecht.

The Associated Mill & Elevator Company of Kansas City, Mo., has purchased the elevator of O. Vanier at Cuba, Kan.

The elevator of the S. R. Yantis Company at Fulton, Mo., has been remodeled and equipped with a Bird Shipping Scale.

The elevator of the Producers Grain Company at Preston, Kan., is to be operated under the management of Lester Kirkwood.

The warehouse of the Independent Elevators of Benkleman, Neb., at Daone, Neb., is to be remodeled into an up-to-date elevator.

W. E. and E. C. DeField have organized the De Field Grain Company of East Prairie, Mo. They will conduct a grain business there.

The elevators of the Udpick Grain Company at Cordova, Octavia, Thayer and Bee, Neb., have been purchased by H. C. Rurup of Octavia.

The Farmers Elevator Company of Bunceton, Mo., has been reorganized under the co-operative laws of Missouri. Its capitalization is \$30,000.

C. M. Steen is succeeded as manager of the Farmers Co-operative Grain & Supply Company of Protection, Kan., by Chas. Edsall of Ashland.

The Wellsford and Centerview, Kan., elevators have been purchased from the Consolidated Flour Milling Company by the Midwest Grain Company.

The elevator of the Clare Grain Company at Clare, (Olathe p. o.), Kan., has been purchased by the Associated Mill & Elevator Company of Kansas City.

I. N. Hill is manager of the Jamesport Mill & Elevator at Jamesport, Mo., following the resignation of W. T. Hutcheson. He left because of ill health.

The McCann Elevator at Shelby, Mo., has been purchased by the Holiday Elevator Company. It will begin business at once. The consideration was \$10,000.

The Adkins Bros. Grain Company of Burlington Junction, Mo., has discontinued business. Mark M. Adkins will probably build a modern grain elevator this fall.

The Elevator of the C. M. Light Grain & Milling Company at Hopewell (Fravell p. o.), Kan., was sold to the Producers Grain Company. C. E. Lucas is manager.

D. J. Allen is in charge of the Farmers Equity Elevator at Fellsburg, Kan. He had charge of the Farmers Elevator at Centerview, for approximately two years.

A branch office is to be opened at Salina, Kan., for the Frisco Elevators Company of Kansas City, Mo. David C. Logan will be in charge of the branch office.

The management of the Central Granaries and Lumber Yard at Wyoming, Neb., has been taken over by Ross P. Tooker, until recently located at Huntsman, Neb.

A. L. Davis, J. T. Oldenburg, Hugh Armstrong and others have incorporated the Farmers Co-operative Grain Company of Gordon, Neb. Its capital stock is \$50,000.

The contract has been awarded by the Stevens-Scott Grain Company of Ransom, Kan., for a 5,000-bushel elevator to be built on the site of the old one which burned.

The Carter-Shepherd Milling Company's elevator at Clarksville, Mo., known as the "Farmers Elevator" has been sold by it to the Farmers Co-operative Elevator Company.

The Goff-Beach Grain Company is the name of the partnership formed at Venango, Neb., by Frank Beach and Ben Goff. They have purchased the elevator of Nathan Speltz.

The elevator which the Producers Grain Company at Trousdale, Kan., recently purchased from the Trousdale Mill and Power Company, is to be operated by Bert Cook, manager.

The elevator at Cullison, Kan., owned by the Kansas Milling Company, has been purchased by the recently organized Midwest Grain Company of Hutchinson, Kan. The company has also purchased four other elevators.

Trapp Combination Truck and Wagon Dumps, manufactured by the Trapp-Gohr-Donovan Company, have been purchased by the following Kansas firms: Farmers Elevator Company, Dorrance; Farmers Union Co-operative Association, Almena; Arkansas City Milling Company, Arkansas City at Sawyer, Kan.; Wheatland Elevators, Wakeeney; Johnson

Grain Company, Tribune; Daniel Murphy, Miles; Farmers Silo Company, Plainville; Plainville Mill & Elevator Company, Plainville.

The Farmers Union Co-operative Elevator Company has been incorporated at Humboldt, Neb., capitalized at \$75,000. Wm. Brandow, Ed. Kinsey and P. S. Pollard are interested.

The Culp-Grein Elevator Company has erected a new warehouse at Knobnoster, Mo. It is equipped with corn dumps, sheller, feed and meal mill. Walter R. Grein is manager.

The recently organized Producers Grain Company of Hutchinson, Kan., has purchased the elevator property at Preston, Kan., formerly owned by the Kansas Flour Mills Company.

The Bertrand, (Neb.) elevator and storehouse of the Scott County Milling Company have been leased to the Mississippi County Elevator Company, a farmers co-operative organization.

Chas. S. Stewart has awarded the contract for the rebuilding of the elevator at Ford, Kan., which he purchased from Penny & Emmerly. The house will have a capacity of 20,000 bushels.

Trapp Auto Truck Dumps have been purchased by these Nebraska grain firms: Dunbar Grain Company, Dunbar; Western Wheat Company of Kimball for elevators at Kimball, Oliver and Dix.

The McGilvray & Witham Elevator at Mendon, Mo., has been purchased by the recently incorporated Farmers Grain & Supply Company. Its capital stock is \$25,000. C. O. White is manager.

The elevator of Tripp & Meyer at Central, Kan., has been purchased by L. E. Timmons. He took possession on June 15. He was formerly connected with the W. S. Timmons Grain Company of Riley, Kan.

The Farmers Elevator Company of Gordon, Neb., is going to rebuild the elevator which was destroyed by fire. The new building will be larger than the old and will be equipped with modern elevating machinery.

The following Kansas firms have purchased Trapp Auto Truck Dumps: Ed Hagan, Rock Creek; Alida Co-operative Elevator Company, Alida; Kingsdown Co-operative Equity Exchange, Kingsdown; Hugoton Equity Exchange, Hugoton; Jackman Roller Mills, Minneapolis; Star Engineering Company for elevators at McPherson; C. D. Jennings Grain Company of Hutchinson for elevators at Sitka, Kingsdown, Bucklin, Mullinville, Bellefont and

Spearsville; Wallingford Bros. for Sitka, elevator; Herndon Grain Association, Herndon; Prather Grain Company, Garfield; Manchester Grain Company, Manchester.

The business and elevator of the Wakefield Grain Company of Wakefield, Kan., managed by W. H. Beatty have been purchased by the Wakefield Milling Company. The plant has a capacity of 8,000 bushels.

Remodeling is to be done to the elevator of the Council Grove Grain Company of Council Grove, Kan., which is controlled by W. H. Dodderidge & Son. The capacity of the elevator has been increased.

The grain elevator located at Louisiana, Mo., has been purchased from the Anderson-Garner Company by the recently organized Farmers Co-operative Elevator Company. The consideration was \$16,500.

A 100,000-bushel elevator and a 300-barrel mill are to be erected at Juniata, Neb., for the Juniata Mill & Elevator Company. Both will be of concrete construction. There will also be a mixed feed plant of 100 tons' capacity.

To handle grain and other farm products, the Lebanon Farmers Union Co-operative Association has been incorporated at Lebanon, Kan., capitalized at \$25,000. The incorporators are W. D. Logan, Wm. M. Kelly and E. L. Woodward.

The Farmers Union Co-operative Elevator Company has filed articles of incorporation at Beaver City, Neb. Its authorized capital stock is \$50,000. H. B. Carey, H. L. Leonard, Sam Bates, John Glather and R. R. Carey are interested.

The interests of C. Casey in the elevator business of J. L. Hoops & Co., located at Crocker, Mo., have been exchanged by him for Mr. Hoops' farm near there on the Gasconade River. The elevator is now owned by J. L. Hoops & Sons.

A small warehouse and elevator are to be built near Katy Station (Eve p. o.), Mo., for the Howard County Farmers Warehouse & Elevator Company. The company is capitalized at \$40,000. The elevator will have a capacity of 10,000 bushels.

A grain brokerage business is to be conducted at Fort Scott, Kan., for the Fort Scott Fuel, Feed & Grain Company. Later on the company will erect a grain elevator. H. M. Griffith is president; G. H. Snyder, secretary and sales manager, and G. R. Griffith, treasurer.

OBITUARY

ANDERSON.—Charles E. Anderson died after a short illness at a hospital in Minneapolis, Minn., on June 19. Mr. Anderson had been in poor health for about two years, though he had been at the office until two weeks before his death. He was at one time partner in Watson & Co., and afterwards a principal in the Wernli-Anderson Company. Lately he had been operating under his own name. He had been a member of the Chamber of Commerce for 30 years. His widow survives him.

BASH.—Chas. Edwin Bash died on June 25 after a two years' illness. He was a well known grain merchant of Huntington, Ind. His widow and three sons survive him.

BECKMANN.—Aged 79 years, John H. Beckmann died at Ferdinand, Ind., on June 19. He was a veteran of the Civil War and had been engaged in the grain business for years.

BELL.—Acute indigestion caused the death on June 23 of Andrew J. Bell of Bell & Goodrich, Seattle grain brokers, at his home in Seattle, Wash.

BRUNO.—A fractured skull caused the death of Peter C. Bruno, an inspector for the Missouri State Grain Inspection Department of St. Louis. He fractured his skull when he fell from a dock onto a steel grain barge.

CARLISLE.—Aged 81 years, David Carlisle died at the home of his daughter in St. Louis, Mo. He was formerly engaged in the grain business and had been a member of the St. Louis Merchants Exchange for 40 years.

COOK.—On July 11 Orrie W. Cook, president of the Ohio Grain Dealers Association during 1920-1921, died at the Mount Carmel Hospital, Columbus, Ohio, after an illness of about five weeks. Further details are to be found elsewhere in this issue.

CROMBIE.—Robt. Crombie died at Chicago, Ill., recently. He was secretary of the Norris Grain Company and had been connected with the grain trade for 25 years.

HARCOURT.—T. F. Harcourt died recently at Arthur, Ont. For many years he had been interested in the grain business at Toronto, Ont.

HUNKINS.—Chas. Hunkins died at his home in Breckenridge, Minn., aged 53 years. He had for

many years been traveling representative of William Dalrymple.

HUSTON.—D. D. Huston died at Paris, Ill., aged 70 years. He was well known in the grain trade.

JOHNSON.—Aged 72 years, Wm. A. Johnson died at Whitehall, Ill. He was an old time mill and grain elevator operator.

KITTLE.—On June 28 Berton L. Kittle died suddenly at his summer home at Wooster Lake, Ill. He had for many years been interested in the grain business in Chicago and was formerly a member of the Board of Trade.

KURTZWELL.—Aged 30 years, C. E. Kurtzweil, son of M. Kurtzweil, head of the Iowa Seed Company of Des Moines, died. Mr. Kurtzweil was interested in the seed business and for some time was connected with the Pathological Department of the U. S. Department of Agriculture at Knoxville, Tenn.

MALOTT.—V. T. Malott died at his home in Indianapolis, Ind., on June 14. He was a stockholder in the Indianapolis Elevator Company. His widow, five daughters and one son survive him.

ORR.—On June 12, William J. Orr died at his home in Saginaw, Mich., aged 57 years. He had been in poor health for some time. Death was caused by heart failure superinduced by rheumatism. He was a partner with W. H. Wallace in the Wallace & Orr Company of Bayport for many years and conducted grain elevators there. He sold his interest in the company in 1915 and took charge of the central Michigan banking branch of the business. Later he organized the Michigan Bean Company, of Saginaw, and the Orr Bean & Grain Company of Midland.

PERKINS.—W. L. Perkins, Jr., died at his home in Oklahoma City, Okla., on June 27 from typhoid fever. He was the son of the president of the Perkins Grain Company and he himself had been engaged in the grain business with the company at one time.

POTTER.—Arthur D. Potter died on June 10 from acute appendicitis. He was a large independent grain operator of Massachusetts and lived at Greenfield. He began in the grain business with his father under the name of W. N. Potter & Son

and since the retirement of his brother in 1917 had conducted the business, which included 26 grain elevators and elevators in Massachusetts and New Hampshire. He was a member of the Boston Chamber of Commerce. His widow, one son and a daughter survive him.

SICKEL.—John T. Sickel died on June 27 at his home in Evanston, Ill., after a short illness. He was a member of Sickel & Roberts and held a membership on the Chicago Board of Trade. He is survived by his widow.

WALLACE.—William E. Wallace died at Lamar,

Colo., recently. He was formerly assistant general manager of the Denver Alfalfa Milling & Products Company.

WILBUR.—On June 14, Frank H. Wilbur died at his home in Minneapolis, Minn. He was treasurer of the Northwestern Elevator Company. His widow and one son survive him.

WRIGHT.—On July 4 after an illness of two weeks, George W. Wright died at his home in Dunkirk, N. Y. He was president of the Dunkirk Seed Company. His widow and one daughter survive him.

FIRES—CASUALTIES

Pioneer, Iowa.—The elevator of Edington & Walsh burned not long ago.

Oklahoma City, Okla.—J. C. Pearson's grain elevator was burned recently.

Poplar, Mont.—Fire destroyed the grain elevator of William Bain recently.

Inverness, Mont.—The Equity Elevator here was destroyed by fire not long ago.

Glencairn, Man.—With a loss of \$14,000, the elevator here was destroyed by fire.

Wood Bay, Man.—Fire destroyed, with a loss of \$15,400, the elevator at this place.

Duval, Sask.—The Maple Leaf Milling Company, Ltd.'s elevator was destroyed by fire.

Katherville, Iowa.—Fire destroyed the Burt & Jones Feed Store with a loss of \$20,000.

Wilmont, Minn.—The B. B. Anderson Elevator was struck by lightning and damaged slightly.

Binger, Okla.—Wilson & Co.'s elevator was damaged by fire as a result of lightning on June 6.

Doraville, Ga.—Fire destroyed the mill, seed house and ginners of R. L. McElroy, with a loss of \$5,000.

Kingsville, Mo.—The warehouse belonging to Rolla McConnell was burned on June 20. Total loss.

Hurley, S. D.—The Olson Bros.' elevator here was destroyed by fire. The loss was covered by insurance.

Redwood Falls, Minn.—The elevator owned by the Independent Elevator Company was burned recently.

Faribault, Minn.—The Commander Elevator Company's elevator was struck by lightning on June 14.

Emmett, Kan.—The Farmers Union Elevator Company's elevator was totally destroyed by fire on June 26.

Chicago, Ill.—The Atlantic Grain Elevator was damaged by fire and water to the extent of \$75,000 on June 15.

Galesburg, Ill.—The elevator building here belonging to the Farmers Elevator Company was burned not long ago.

Sholes, Neb.—Wm. S. Laughter Grain Company suffered fire loss recently when its elevator burned. Loss \$7,000.

Baileyville, Kan.—Fire destroyed the two buildings here owned by the Farmers Union Elevator. The elevator was saved.

Princeton, Ky.—Fire destroyed the storage warehouse of the Layman Bros., grain and feed merchants. The loss was \$15,000.

Elkton, S. D.—A fire, thought to have been incendiary, did slight damage to the Farmers Elevator Company's elevator recently.

Grand Ridge, Ill.—Lightning caused small damage to the elevator of the Grand Ridge Co-operative Grain & Supply Company, on June 8.

Mt. Carmel, Pa.—The warehouse of H. A. Bird was slightly damaged by fire on June 14. Cause is given as exposure to adjacent building.

Dugdale, Minn.—The elevator of the Red Lake Falls Milling Company was burned on June 18. Cause is supposed to have been a hot box.

Lime City, Ohio.—The Perrysburg Grain & Seed Company sustained a small loss on their elevator by fire resulting from lightning on May 25.

Prospect, Ohio.—The Marion Grain & Supply Company plant was struck by lightning on June 18. Fire was extinguished without serious damage.

Willshire, Ohio.—Lightning struck the elevator of the Willshire Equity Union Exchange Company on June 20, but fire was extinguished without great loss.

Fenton, Mich.—Fire destroyed, with a loss of \$50,000, the Fenton Elevator Company's plant, owned by John Black. The origin of the fire is unknown.

Myrick Station, near Pendleton, Ore.—Fire destroyed on June 29 the four grain warehouses here. The loss was \$150,000, covered by insurance. Two

of the houses belonged to the Pacific Coast Grain Elevator Company, one to H. W. Collins and one to the Myrick Elevator Company.

Franklin, Minn.—The Independent Elevator owned by William Fox was burned on June 9. Spontaneous combustion is believed to have been the cause.

Garrison, N. D.—Fire destroyed, with a loss of \$12,000, the grain elevator of Otto Schneider. The loss will be covered by insurance. The plant will be rebuilt.

Ferguson, Ind.—The warehouse of B. E. Mannix was set on fire by lightning on June 3. They succeeded in putting the fire out with comparatively small loss.

Edmunds, N. D.—On June 9 fire destroyed completely the elevator of the Andrews Grain Company. The fire had spread to such a degree when discovered that it was beyond control.

Chillicothe, Mo.—The elevator of the Farmers Produce & Grain Exchange was destroyed by fire. The insurance carried on the plant amounted to \$6,000. A new building will be erected.

Mason City, Ill.—Fire on June 16 destroyed the seed corn drier plant of W. T. Ainsworth & Son. The loss amounted to \$18,000; insurance, \$12,000. Plans have been made to rebuild this summer.

Kennard, Ind.—Lightning struck and set fire to the Springer Elevator here on June 18. The building was owned by Bert Springer of Indianapolis. Loss was estimated at between \$4,000 and \$5,000.

Louisville, Ky.—Slight damage was done to the elevator of the Kentucky Feed & Grain Company when fire broke out in the cupola of the elevator. Considerable grain was damaged by smoke and water.

Silver Lake, Kan.—Fire destroyed the Farmers Union Elevator on June 30. The loss on the elevator was \$15,000; insurance of \$6,000 carried on plant. About 2,500 bushels of corn and some wheat also burned.

Louisville, Ky.—Slight damage was done to the Kentucky Feed & Grain Company's 80-foot elevator by fire of unknown origin. The damage was done principally by water and smoke. The loss is covered by insurance.

Eriksdale, Man.—On July 3, the elevator of the Lake of the Woods Milling Company was destroyed by fire which was started when the building was struck by lightning. About 2,000 bushels of wheat were also destroyed.

Garden Grove, Iowa.—The Phipps Elevator was burned, together with 1,200 bushels of oats, and a quantity of flour, tankage feed, etc. The loss was \$10,000; insurance amounted to \$4,000 on building and \$4,000 on contents.

Ashley, N. D.—On June 14 the elevator here belonging to Fred Brosz burned to the ground. About three carloads of grain were also destroyed. The fire started in the upper part of the elevator and was of unknown origin.

Langford, S. D.—The Olson Elevator Company and the National Empire Elevator here suffered serious losses by fire recently. The Olson elevator was stored with about 8,000 bushels of grain and the National Empire Elevator held approximately 1,000 bushels.

Glenwood, Minn.—Fire on June 19 destroyed the Farmers Elevator. There was grain in the elevator valued at \$7,000. The insurance on the building amounted to \$6,500. The grain lost was entirely covered by insurance. Plans are being made to rebuild.

Wilburton, Kan.—Fire originating in the gasoline engine room of the Farmers Elevator Company was confined to the engine room by the use of a chemical extinguisher. A pail of water was first thrown on the fire, but this only had the effect of spreading it.

Pueblo, Colo.—A fire at Pueblo destroyed the store and warehouse of the Wiesel Seed Company. Men are digging out the mud of the store in the hopes of saving some of the fixtures and furniture.

The water stood 12 feet in the store and 14 in the warehouse. J. M. Weisel, manager of the company, was at work when the flood broke and was compelled to swim in order to save himself.

Manson (Frankfort P. O.), Ind.—The S. Van Steenberg elevator was slightly damaged by fire on June 7. Although there is reported to have been no wind, sparks from a burning pile of shucks 30 feet away set fire to the cob pile, and the cob pile fire communicated through the cob spout to the elevator. Fire was fortunately controlled without great damage.

RECEIPTS AND SHIPMENTS

Following are the receipts and shipments of grain, etc., at the leading terminal markets in the United States for June:

BALTIMORE.—Reported by Jas. B. Hessong, secretary of the Chamber of Commerce:

Receipts		Shipments	
1921	1920	1921	1920
Wheat, bus.	1,997,094	3,067,229	1,989,048
Corn, bus.	1,951,974	226,401	1,182,206
Oats, bus.	81,055	120,589	40,000
Barley, bus.	26,579	.....	36,039
Rye, bus.	859,643	2,745,165	1,223,098
Hay, tons	1,071	2,169	2,633,199
Flour, bbls.	131,641	346,252	32,880
			315,678

CHICAGO.—Reported by John R. Mauff, secretary of the Board of Trade:

Receipts		Shipments	
1921	1920	1921	1920
Wheat, bus.	2,511,000	1,509,000	2,208,000
Corn, bus.	2,132,000	8,864,000	11,810,000
Oats, bus.	9,908,000	4,674,000	6,394,000
Barley, bus.	566,000	869,000	270,000
Rye, bus.	119,000	478,000	128,000
Timothy Seed, lbs.	1,088,000	458,000	547,000
Clover Seed, lbs.	164,000	100,000	150,000
Other Grass Seed, lbs.	552,000	1,972,000	554,000
Flax Seed, bus.	45,000	241,000	.....
Hay, tons	12,646	14,188	663
Flour, bbls.	749,000	811,000	458,000

CINCINNATI.—Reported by D. J. Schuh, executive secretary of the Cincinnati Grain & Hay Exchange:

Receipts		Shipments	
1921	1920	1921	1920
Wheat, cars.	217	207	176
Shelled Corn, cars.	358	564	277
Oats, cars.	257	158	146
Barley, cars.	1	.....	37
Rye, cars.	8	9	.....
Ear Corn, cars.	26	91	10
Hay, cars.	699	822	.....
Feed, cars.	25	31	.....

CLEVELAND.—Reported by F. H. Baer, traffic commissioner of the Chamber of Commerce:

Receipts		Shipments	
1921	1920	1921	1920
Wheat, bus.	3,004	2,787,106	2,496,631
Lake	121,217	21,629	16,628
R. R.	229,139	62,719	79,035
Corn, bus.	405,534	170,812	73,624
Oats, bus.	2,228	.....	.....
Barley, bus.	2,705	.....	.....
Rye, bus.	1,133	.....	.....
Hay, tons. . . . .	.....	.....	.....

DULUTH.—Reported by Chas. F. MacDonald, secretary of the Board of Trade:

Receipts		Shipments	
1921	1920	1921	1920
Wheat, bus.	3,004,802	2,787,106	2,496,631
Corn, bus.	568,540	.....	404,834
Oats, bus.	567,561	58,891	169,720
Barley, bus.	444,112	85,380	402,192
Rye, bus.	699,675	1,639,605	775,649
Flax Seed, bus.	466,642	620,583	370,590

PORT WILLIAM, ONT.—Reported by E. A. Ursell, statistician of the Board of Grain Commissioners:

Receipts		Shipments	
1921	1920	1921	1920
Wheat, bus.	3,550,205	2,185,156	7,660,595
Corn, bus.	4,035	.....	74,894
Oats, bus.	2,418,906	517,944	7,719,302
Barley, bus.	567,768	91,568	1,111,095
Rye, bus.	71,246	37,185	150,886
Flax Seed, bus.	194,613	125,688	379,995
Mixed Grain, lbs.	937,372	722,426	410,882

INDIANAPOLIS.—Reported by Wm. H. Howard, secretary of the Board of Trade:

Receipts		Shipments	
1921	1920	1921	1920
Wheat, bus.	131,100	176,800	110,500
Corn, bus.	1,484,000	2,850,400	988,400
Oats, bus.	950,000	1,278,000	918,000
Rye, bus.	14,000	49,000	15,400

KANSAS CITY.—Reported by E. D. Bigelow, secretary of the Board of Trade:

Receipts		Shipments	
1921	1920	1921	1920
Wheat, bus.	7,365,300	4,430,700	5,665,950
Corn, bus.	1,841,250	1,422,500	1,261,250
Oats, bus.	425,000	289,000	100,500
Barley, bus.	154,500	177,000	68,900
Rye, bus.	12,100	49,500	6,600
Kaffir Corn, bus.	643,500	817,300	339,000
Hay, tons.	7,536	44,784	2,028
Flour, bbls.	51,350	62,725	339,950

LOS ANGELES.—Reported by M. D. Thiebaud, secretary of the Los Angeles Grain Exchange:

Receipts		Shipments	
1921	1920	1921	1920
Wheat, carloads	194	134	.....
Corn, carloads.	47	18	.....
Oats, carloads.	11	9	.....
Barley, carloads	94	66	.....
Kaffir Corn, cars	145	84	.....
Hay, cars.	604	608	.....

MONTREAL.—Reported by George Hadrill, secretary of the Board of Trade:

Receipts		Shipments	
1921	1920	1921	1920
Wheat, bus.	8,425,970	9,888,624	6,989,848
Corn, bus.	476,640	2,750	3,302,742
Oats, bus.	6,808,849	513,920	6,478,264
Barley, bus.	1,641,667	600,087	1,576,185
Rye, bus.	697,812	758,084	365,710
Flax Seed, bus.	38,943	5,930
Hay, bales.	34,472	51,430	155
Flour, sacks.	433,561	480,815	550,306

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MILWAUKEE—Reported by H. A. Plumb, secretary of the Chamber of Commerce:

Receipts		Shipments	
1921	1920	1921	1920
Wheat, bus..	666,900	225,450	521,252
Corn, bus...	3,047,775	2,400,210	2,075,416
Oats, bus...	1,675,080	1,391,780	715,080
Barley, bus..	982,620	668,975	1,612,872
Rye, bus....	233,520	308,265	184,590
Timothy Seed, lbs.	463,106	30,000	249,982
Clover Seed, lbs.	3,738	.....	296,240
Malt, bus...	100,700	72,200	112,373
Flax Seed, bus.	35,880	59,450	277,055
Feed, tons...	3,540	3,450	824,383
Hay, tons....	1,572	2,229	312,009
Flour, bbls...	123,160	62,550	1,760
			24,732
			21,444
			824
			786
			73,100

MINNEAPOLIS—Reported by G. W. Maschke, statistician of the Chamber of Commerce:

Receipts		Shipments	
1921	1920	1921	1920
Wheat, bus..	9,595,040	6,053,930	5,566,230
Corn, bus...	1,154,830	847,260	3,873,000
Oats, bus...	1,987,380	709,680	861,860
Barley, bus..	1,491,250	758,180	691,140
Rye, bus....	298,000	369,200	1,935,330
Flax Seed, bus.	530,600	520,960	1,269,510
Hay, tons....	1,194	1,200	83,020
Flour, bbls...	92,469	73,879	1,632,920
			50
			650
			1,075,794
			1,532,920

OMAHA—Reported by F. P. Manchester, secretary of the Grain Exchange:

Receipts		Shipments	
1921	1920	1921	1920
Wheat, bus..	1,521,600	1,544,400	1,585,200
Corn, bus...	1,733,200	3,324,400	2,013,200
Oats, bus...	730,000	900,000	2,560,600
Barley, bus..	99,000	28,800	432,000
Rye, bus....	28,600	71,500	30,600
			7,700
			132,000

PHILADELPHIA—Reported by S. S. Daniels, statistician of the Commercial Exchange:

Receipts		Shipments	
1921	1920	1921	1920
Wheat, bus..	2,551,856	1,951,609	1,824,959
Corn, bus...	2,055,508	1,955,457	1,741,392
Oats, bus...	245,179	332,128	1,314,686
Barley, bus..	.....	12,829	.....
Rye, bus....	75,018	130,879	75,332
Flour, bbls...	213,707	240,320	367,571
			104,047
			115,722

NEW YORK—Reported by H. Heinzer, statistician of the Produce Exchange:

Receipts		Shipments	
1921	1920	1921	1920
Wheat, bus..	2,130,752	1,647,000	.....
Corn, bus...	629,585	749,000	.....
Oats, bus...	1,130,513	807,000	.....
Barley, bus..	303,400	444,000	.....
Rye, bus....	194,750	285,000	.....
Clover Seed, bags	.....	185	.....
Flax Seed, bus.	199,683	.....	.....
Hay, bales...	10,000	101	.....
Flour, bbls...	1,099,605	695,000	.....

PEORIA—Reported by John R. Lofgren, secretary of the Board of Trade:

Receipts		Shipments	
1921	1920	1921	1920
Wheat, bus..	54,050	115,600	48,000
Corn, bus...	965,770	2,348,050	1,573,800
Oats, bus...	547,865	1,140,400	452,800
Barley, bus..	36,400	72,800	1,002,150
Rye, bus....	2,400	152,200	425,100
Mill Feed, tons	7,320	9,360	35,000
Seeds, lbs...	.....	150,000	3,600
Hay, tons....	390	3,430	10,720
Flour, bbls...	167,400	215,500	18,960
			390,000
			60,000
			310
			530
			215,800

ST. LOUIS—Reported by Eugene Smith, secretary of the Merchants' Exchange:

Receipts		Shipments	
1921	1920	1921	1920
Wheat, bus..	2,982,164	2,497,200	2,439,060
Corn, bus...	1,917,500	3,407,300	1,872,020
Oats, bus...	2,356,000	1,744,000	1,791,240
Barley, bus..	60,800	35,800	1,635,745
Rye, bus....	9,193	20,900	1,682,910
Kafir Corn, bus.	94,700	167,280	26,660
Hay, tons....	7,568	19,524	3,020
Flour, bbls...	371,050	361,010	10,760
			32,580
			104,770
			2,505
			7,050
			402,560
			416,500

SAN FRANCISCO—Reported by H. C. Bunker, chief inspector of the Chamber of Commerce:

Receipts		Shipments	
1921	1920	1921	1920
Wheat, tons..	41,131	2,432	.....
Corn, tons...	702	897	.....
Oats, tons...	459	659	.....
Barley, tons..	3,288	4,347	.....
Beans, sacks.	55,906	33,775	.....
Brans, tons...	240	154	.....
Hay, tons....	5,512	8,605	.....

examination he found only one 30-acre field that was up to the standards demanded for official certification.

But these strict standards give Missouri certified seed wheat its value for Missouri growers—these and the fact the home-grown seed, because already well adapted, will outyield in its own district the same variety of seed from a distant source. The list of wheat growers who have certified seed wheat will be issued soon by the Missouri Corn Growers' Association and all prospective buyers of seed wheat are advised by the college to buy certified seed from farms as near their own as possible.

TOLEDO SEED MARKET QUIET

BY C. O. BARNHOUSE

The Toledo seed market is still quiet and the volume of trading is small. The market is considered to be more or less a two sided affair and those who might be disposed to trade are sitting on the fence awaiting developments. The price changes in Clover and Timothy have been small, although Alsike has suffered quite a slump. There is a great deal of uncertainty as to the size of the Red Clover crop, on account of thin stand and very dry weather in some sections, but it appears that the Alsike crop will be large enough for all requirements. There is little seed moving to or from this market at present.

CINCINNATI AS A SEED MARKET

BY HARRY A. KENNY

As an assembling point for vegetable and grass seeds, Cincinnati is the largest in the country, and hence in the world. Of course such a bald, bold statement has to be made with authority, and as such I take the word of Allen C. Drake, of the J.

FIELD SEEDS

The Page Seed Company of Greene, N. Y., is to make repairs to its plant and install a corn sheller.

The seed business of Roy Campbell of Laredo, Texas, has been purchased by I. G. Adamson of San Benito, Texas.

The Maxim Hershey Seed Company of New York City has changed its name to that of the Hershey Trading Company.

The National Seed Company of Louisville, Ky., is to double its present floor space, and is remodeling an adjoining building.

The Albert Dickinson Company of Chicago, Ill., has purchased a Trapp Auto Truck Dump for its station at Odebolt, Iowa.

To handle seeds, etc., wholesale and retail, the Ross Seed Company, Inc., has been granted a Delaware charter. Its capital stock is \$250,000.

The interest of Dr. B. F. Whitlock in the Whitlock Bros., seed and feed dealers at Monett, Mo., has been sold by him to L. E. Lines. The firm will be known as Whitlock & Lines.

The Wilson Seed & Floral Company is the corporate name of the Wilson's Seed Store which has been running at Columbus, Ohio, for some time. Business will be conducted under the new name.

F. C. McNabb has secured an interest in the Aggeler & Musser Seed Company of Los Angeles, Calif. He is president of the Arizona Seed & Floral Company of Phoenix, Ariz. A. W. Liefgreen will take charge of the Phoenix business.

GREAT SLUMP IN DUTCH SEED PRICES

The export seed trade of the Netherlands seems to be in a precarious state, reports the American consul at Rotterdam, to the *Market Reporter*. The seed acreage under cultivation this year is far smaller than that of a year ago, as a result of the great slump in prices experienced in 1920. This slump was largely due to the inability of Germany and Austria to buy their usual supplies. The export of seeds to all countries so far this year has amounted to only 50 per cent of the exports in the same period of 1920. On the other hand, the exports of the principal seeds to the United States have increased materially. Export of grass seed and flax seed have increased and the United States has had a fair share. Nearly all of the large increase in shipments of sugar-beet seed went to the United States. Nearly all garden seeds showed material decreases.

BLUEGRASS SEED SHORT

Secretary Jewell Mayes of the Missouri State Board of Agriculture said recently that the present outlook indicates a rather short crop of Bluegrass seed both in Missouri and Kentucky and says "Save and sell your Bluegrass seed this year."

The Missouri State Board of Agriculture will

furnish free on request detailed information on how to gather and cure Kentucky Bluegrass seed. Several of the Missouri wholesale seedsmen sell or rent horsepower Bluegrass seed machines on favorable terms to farmers, and will contract in advance with a producer or group of growers. A man or boy with a hand-stripper seed gatherer can make good money on odd patches and pastures.

The secretary recommends that farm clubs, farm bureaus, unions and granges as well as co-operative produce exchanges and marketing associations, get busy locally at once to help save and sell the Kentucky Bluegrass seed crop of 1921 in the state of Missouri.

SOUTHERN SEEDSMEN MEET

The fourth annual convention of the Southern Seedmen's Association, held at Memphis, Tenn., on June 20 and 21, was one of the most successful and valuable meetings the Association has held.

Officers elected for the coming year were: Joseph Steckler, New Orleans, president; D. R. Mayor, Knoxville, first vice-president; Dick O'Bannon, Sherman, Texas, second vice-president; Frank S. Love, reelected secretary-treasurer.

PURE SEED SCARCE

Field inspection of Missouri wheat preparatory to certification of certain fields as reliable sources of pure seed this year involved no less than 8,920 acres of wheat; and from this acreage only 1,980 acres were actually approved as of pure strain and free from disease. This means, according to C. E. Carter of the Missouri College of Agriculture and secretary of the Missouri Corn Growers' Association, that the amount of certified seed wheat available this season will not exceed 30,000 bushels.

Although the number of bushels of pure, home-grown and properly adapted seed thus examined and certified is not as great as could be desired, the showing is an excellent one when considered from the standpoint of progress. Each year there is an increase in the number of wheat growers who thus closely co-operate with the college to grow pure seed wheat, free from weeds and dangerous plant diseases. The number of acres inspected gives but a hint of the time and care expended by the growers in their effort to produce fields of grain fit for official approval. Concerning the wheat on every one of the 8,920 acres inspected this year, the field crops department of the college has card indexed reports and observations covering the kind of seed sown, its source, treatment for smut, method of seed-bed preparation, kinds and amounts of fertilizers used, date of seeding, condition at close of winter, date of ripening, etc.

It was necessary for one of the inspectors to drive 150 miles in a southeast Missouri county in order closely to examine the standing grain in 13 fields of wheat. And in the two days required for this



TESTING SEEDS IN A CINCINNATI LABORATORY

Charles McCullough Seed Company. So far as the seeds that go to make small vegetables are concerned, there are few places in the country that will equal this as a point of distribution. Cincinnati has six seed houses, whose combined annual business amounts to \$4,500,000. This includes wholesale and retail sales.

In the summer and fall principally (though the seed business is a year round affair), when these seeds come in to the local warehouses, further work is ahead of the seedsmen. Samples are taken, and then the laboratory work starts. Some of these seeds are sprouted in order that the correct percentage of germination may be assured. Others go through a microscopic examination, for in that way the things that are invisible to the naked eye appear as large as a knot on a barn door. The laboratory tests are most highly specialized, and if space were devoted to this one angle of the seed business a dozen volumes possibly would result.

So far as distribution of grass seeds through the Cincinnati channels is concerned, they go to all parts of the world. Not in the term of packets and small parcels that the average amateur gardener thinks in, but in carload lots. Australia is one of the good customers that Cincinnati seedsmen have found, but the amount taken in the Antipodes does not in any way compare with the shipments that were made in the pre-war days to Germany.

"Clover, Timothy and Alsike," Mr. Drake told me, "were the bulk of their requirements, though the Germans' love of green grass and pretty lawns was well shown in the large amount of grass seeds that we also sent over to them."

"There was one firm in Darmstadt to which we used to ship six or more cars of seeds in one consignment. In fact, there is a funny story in con-

nection with that. I was sealing up the cars one night down in the Pennsylvania Railroad yards that were to go to this customer, when one of the yard clerks pointed out to me that I had this German seed merchant's address wrong. 'How do you know?' I said to him. 'Because,' he answered, 'I worked for that man in Darmstadt and it was through handling those seeds that he got from Cincinnati that I thought I would like to locate here.'

However, all of this foreign trade but illy compares with the amount of grass seeds that go to all points of this American continent. Hundreds of cars are collected here each year and sent to all points in the United States and Canada.

NEW NEBRASKA SEED LAW

On July 1 the new seed law of the State of Nebraska went into effect. The Act, with a few exceptions is the same as the Uniform Seed Law. The exceptions are, in substance, as follows:

Farmers will be exempt except in the sale of grass seeds; prohibits the sale of seed containing more than one-fifth Canadian thistle; regardless of the origin of seed intrastate seed shipments are to be subject to the law; and special mixtures containing three or more kinds in amounts in excess of four ounces or more shall be labeled with the name of each kind of seed in the mixture in excess of 5 per cent; approximate percentage of weed seeds; approximate percentage of inert matter; name and approximate number per ounce of noxious weed seeds in excess of one in fifteen grams of the mixture; name and address of vendor; locality where seed was grown, providing, however, that this subsection shall apply only to Turkistan and Italian Alfalfa and Chilean and Italian Red Clover. The noxious weed seeds mentioned comprise all dodders, wild oats, Canada thistle, quack grass, wild oats, wild mustard and small flowered morning glory.

SEEDS AROUND KANSAS CITY

BY B. S. BROWN

Frequent showers in the territory, especially Missouri, have been unfavorable for the beginning of the stripping season for Bluegrass. First returns have not given dealers a very definite idea of the quantity and quality of the new crop. Rains have also interfered with the harvest of Timothy and Clover hays. Grasshoppers are doing some damage to Alfalfa, but otherwise the crop is in good condition. The Alfalfa acreage in Kansas, however, is small, due to spring frosts and insect damage. Later weather developments will determine the size of the seed crop. Local distributors feel that the market is constantly strengthening in Alfalfa, and are buying. Millet and Sudan Grass have made a good start for a crop; there is not much interest in Kaffir, and sorghums, however, because of the large crops last year, and the apparent heavy carry-over on farms. General seed trade at present is dull, but dealers look for a fairly brisk fall.

The following prices represent first quotations, delivered in Kansas City, generally in car lots: Alfalfa, fair to good, \$10 to \$15; Timothy, \$3.25 to \$4.75; Clover, out of season; Bluegrass, no indication on new crop offerings yet, but suggestions that the price will run from \$8 to \$10 above last year's; Millet, 90 cents to \$1.25; Sudan Grass, \$2 to \$2.50; cane seed, 90 cents to \$1.10.

CLOVER ADVANCE MEETS OPPOSITION

"October Clover still commanding good premium, but meets opposition as it approaches \$12," say Southworth & Co., of Toledo, Ohio, in their letter of July 9. "Much of the open interest in October has been switched to the deferred futures. A large part of investment purchases have been filled by hedging sales against foreign seed, showing a wide margin of profit for the latter. Moderate setbacks meet investment purchases. Crop reports are mixed. Most sections had sufficient moisture to give the seed crop a start after the hay was taken off. Some sections report that the plan dried up and rains now will be too late. If seed crop gets fair start, prohibition seasons are best seed makers. Central Indiana reports considerable damage from weevil. In pre-war years only twice did October seed sell above \$12, in 1911 and 1912. Following the war, October Clover reached the extreme price of \$32.75. Last year it covered a range of \$12.90 to \$28, the extreme low being made in October. It is a weather market. Imports this week, 519 sacks.

"Alsike had to be offered down on hedging sales to attract investment purchases. Dealers appear unwilling to load up without protection, even at the liberal discount under Clover seed. Alsike yields vary in different sections. Some marketing early.

"Timothy moves but little. Fresh buying needed to hold new crop futures. Surplus stocks were greatly reduced last year. Present indications are for only moderate sized crop."

CLOVER SEED QUIET

Young Clover was badly hurt in April in Ohio and Indiana, but most of the seed producing meadows came through the cold snap, but now need moisture.

England and France sending reports of drought. Exceedingly dry until the first weeks of spring caused a deficient forage in France. However, they kept sending over here their last crop of spot stuff.

Quality not of the best but quantity was there. Much came too late for last season's sowing. Think considerable of it was hedged in Toledo.

Domestic crop was pretty well used up. Toledo has about 2,500 bags of all kinds for a carryover. That's our guess, although taking last season's receipts and shipments with the previous carryover, shows nearly 6,000 here.

Trade is very light at the moment, and it does not take a large order to swing prices radically either way. As crop here and in Canada develops, as well as abroad, market will settle down on its merits.

Many factors work for and against prices. The old time trade that were willing to carry spot stuff through the winter to the spring demand may get cold feet in the face of continued talk of bad conditions, and dump their stuff here. If it piles up the load may work against higher prices, but everything depends upon the outcome here and abroad.

Our Mr. Cummings, driving through northwestern Ohio, writes: "Clover will have to have rain or is 'shot.' Showers visited this section yesterday and may give relief."—J. F. Zahm & Co., Toledo, Ohio, in their letter of July 9.

NEW SEED BRANDS

During the month of May the following new seed trademarks were published in the *Official Gazette* of the U. S. Patent Office: "Minority" field seed. Daniel D. Simmons, Minot, N. D. Filed April 4, 1921. Serial No. 145,724. "Hubam" clover seed. Alabama Annual White Sweet Clover Seed Growers



Association, Inc., Newbern, Ala. Filed April 7, 1921. Serial No. 145,811. "M. V. Z. & Z." bulbs, plants, seed. M. Veldhuyzen van Zanten & Zonen, Lisse Netherlands. Filed February 23, 1921. Serial No. 143,927. "Fargo Seed House" field seed and seed grain. Magill & Co., Fargo, N. D. Filed December 6, 1920. Serial No. 140,668. No. 143,255.

FORAGE PLANT SEED IMPORTS

The accompanying table, prepared in the seed laboratory of the Bureau of Plant Industry, United States Department of Agriculture, shows the amount of the various kinds of forage-plant seeds subject

Kind of Seed	Month of June			12 months ending June 30		
	1921	1920	1919	1921	1920	1919
Alfalfa	Pounds 231,500	Pounds 562,500	Pounds 506,800	Pounds 941,600	Pounds 18,831,100	Pounds 770,400
Bluegrass, Canada	5,600	26,300	187,800	1,148,200	552,000	738,700
Bromegrass, awnless		3,100		8,600	169,400	
Clover:						
Alsike	105,800	11,000	29,400	4,121,200	5,647,700	7,031,800
Crimson	1,791,500	669,900	800,900	5,565,900	10,053,400	1,483,500
Red	2,482,600	152,300	88,100	16,333,300	19,267,900	1,050,900
White	82,800			515,500	189,000	700
Clover mixtures:						
White and alsike				1,600	22,000	96,100
Red and alsike				8,300	700	900
Alsike and timothy				13,200	240,200	453,100
Timothy, alsike and white					1,800	
Fescue, meadow					2,800	
Millet:						
Broom-corn				152,300	225,400	
Hungarian (Foxtail)		13,700		433,500	146,000	138,300
Mixtures:						
Grass	1,200			5,700	2,600	200
Spring Vetch and oats				4,000		
Orchard grass		22,000	22,500		2,770,500	177,200
Rape	320,800			4,244,700	5,765,700	639,000
Redtop				200	6,800	5,000
Rye grass:						
English	138,900	158,900	22,200	1,523,200	1,957,900	831,200
Italian	89,200	5,600	56,000	576,600	979,600	207,800
Timothy	390,500	300		390,500	37,000	154,600
Vetch:						
Hairy	278,100	267,600	3,000	1,386,600	1,219,800	256,500
Spring	131,700	56,000		542,400	1,048,300	435,200

to the Seed Importation Act permitted entry into the United States during the month of June, 1921, and during the 12 months ending June 30, 1921, as compared with the corresponding periods in the previous two years.

SEED TESTING IN MISSOURI

Many Missouri seed dealers are sending their analysts to the Missouri College of Agriculture to receive instructions in the standards of purity and germination, according to which seeds must be graded and labeled under the Missouri seed law.

The work in the seed testing laboratory, which is maintained at Columbia by the United States Department of Agriculture in co-operation with the Department of Field Crops of the Missouri Agricultural College, consists in testing seeds for germination, examining samples for weed seeds, and the identification of weeds. This laboratory tests all of the samples collected by the administrator of the Missouri seed law.

"For much of the traffic in low grade and adul-

terated field seed the farmers themselves are just as much to blame as the seedsmen," says W. C. Etheridge of the Field Crops Department at the college. "It is not at all unusual for the seed buyers of a community to demand seed at a certain price per bushel. The local dealer in turn demands of the wholesale seedsmen a certain number of bushels of seed that he can sell with a profit at the price stipulated by his customers. In a transaction of this sort satisfaction appears to depend solely on price and quantity with no definite specifications as to the purity and germinating percentage of the seed that is to be bought and sown. Much of the trouble due to noxious weeds on Missouri farms may be traceable to field seeds bought with first attention to cheapness and with little or no provision for purity."

SUMMER SEED TRADE IN NEW YORK

BY C. K. TRAFTON

A good summer trade was done in the field seeds market during June and the tone remains firm in the main, although some varieties are easier, notably White Clover, which suffered from a further loss of 5 cents. Choice Kentucky Blue Grass again showed particular strength, followed by Fancy Redtop.

Red Clover was lower early in the month, but later made a good rally, as stocks are small and a good seasonable demand developed from all over the Middle West. Moreover, arrivals from Europe were much smaller, only 2,230 bags, compared with about 14,000 bags during May, and French shippers became stronger in their views, quoting choice for future shipment at 15½ cents c. i. f. New York. Spot quotations range from 16 to 17½ cents.

Crimson Clover also developed greater firmness after a temporary decline. Demand showed marked improvement, at times being far in excess of supplies. While arrivals from Europe were larger, roundly 1,300 bags, it was stated in some quarters that practically all of the supply afloat, as well as on spot, has been sold up. It is pointed out that arrivals thus far have been far below normal. Moreover, further strength has developed in European markets. It was stated that French shippers were not volunteering offers, but on inquiry quoted from 8 to 8½ cents c. i. f. New York, according to quality. A month ago they quoted fair average quality at 7¼ cents. Offerings from Germany at 4½ to 5 cents are said to be of less desirable quality.

Another advance of 2 cents has occurred in Fancy Kentucky Blue Grass, owing to confirmation of previous claims of a short crop. The crop has been harvested and turned out decidedly inadequate. Hence the season has opened strong, with 21-pound seed quoted at 35 and 19-pound at 32 cents for August shipment. The local supply of 21-pound seed is extremely light and it is worth about 38 cents, with 19-pound quoted at 35 to 36 cents.

Red Top has also been strong, advancing about

Kind of Seed	Month of June			12 months ending June 30		
	1921	1920	1919	1921	1920	1919
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Bluegrass, Canada	5,600	26,300	187,800	1,148,200	552,000	738,700
Bromegrass, awnless		3,100		8,600	169,400	
Clover:						
Alsike	105,800	11,000	29,400	4,121,200	5,647,700	7,031,800
Crimson	1,791,500	669,900	800,900	5,565,900	10,053,400	1,483,500
Red	2,482,600	152,300	88,100	16,333,300	19,267,900	1,050,900
White	82,800			515,500	189,000	700
Clover mixtures:						
White and alsike				1,600	22,000	96,100
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Alsike and timothy				13,200	240,200	453,100
Timothy, alsike and white					1,800	
Fescue, meadow					2,800	
Millet:						
Broom-corn				152,300	225,400	
Hungarian (Foxtail)		13,700		433,500	146,000	138,300
Mixtures:						
Grass	1,200			5,700	2,600	200
Spring Vetch and oats				4,000		
Orchard grass		22,000	22,500		2,770,500	177,200
Rape	320,800			4,244,700	5,765,700	639,000
Redtop				200	6,800	5,000
Rye grass:						
English	138,900	158,900	22,200	1,523,200	1,957,900	831,200
Italian	89,200	5,600	56,000	576,600	979,600	207,800
Timothy	390,500	300		390,500	37,000	154,600
Vetch:						
Hairy	278,100	267,600	3,000	1,386,600	1,219,800	256,500
Spring	131,700	56,000		542,400	1,048,300	435,200

1½ cents, as there has been a good summer demand and the crop out-turn was unsatisfactory. White Clover has declined another 5 cents, being quoted at 35 to 40 cents, owing to additional arrivals from Europe, about 75 bags. Hairy Vetch developed considerable strength, especially for seed of high germination, which has been in good demand, while imports have been inadequate, only about 200 bags for the month, against about 630 during May. Good seed is quoted at 7 cents, or about ¼ cent higher than a month ago.

Rapeseed has been inactive and featureless. Demand has not been keen, but on the other hand, stocks are light. Only 75 bags arrived from Europe during the month, against 150 bags in May. Holland is offering for forward shipment as 6.70 c. i. f. New York, but the quality is said to be poor.

There has been a good steady demand for Canary seed, but no particular action as to prices, as stocks are large. Through an oversight, it was reported in our last review that 5,000 bags of Rapeseed had arrived from Argentina. This should have been re-

takes hope to himself in the apparent large supply of coal in the hands of the retailers. The fact that this supply will rapidly disappear when winter demand comes seems to escape his attention.

"The nation stands today at the beginning of the second six-month period of the year with less than 200,000,000 tons of its bituminous coal produced, whereas the average requirements of the nation for the past few years calls for a total annual production of better than 500,000,000 tons. It is a situation totally in the control of the consumers, and the producers, wholesalers and retailers of coal are helpless to correct it without the aid of the general buying public."

RETAIL COAL TRADE NEEDS DEFINITE STANDARD OF GRADES

The problem before the retail trade, says *The Black Diamond* in a recent issue, is to establish a definite standard of grades and quality which will not only protect him in his purchases but will also prove of inestimable benefit to his customers through the satisfaction gained in purchasing coal that is of such unvarying quality that he may be sure at all times when he specifies coal of that particular grade that he is getting what he asked for. When coal is sold on its merits of quality and preparation,

eventually the evil which has been threatening the future welfare of the coal business and putting the retailer in bad repute with his customers will be cleaned up.

Paul J. Alwart, who has grown up in the retail coal business in Chicago, has presented a far-reaching plan for overcoming this difficulty under which the coal trade is now working. It is his idea to develop a pool system in the city modeled somewhat on the plan of the national pools which were in effect during the war.

While a good deal is being done now by local retail organizations for the benefit of the trade in certain cities there yet remains much to be accomplished. This pool idea is illustrative of the extent to which this sort of good work may be developed. Others that are already in operation deal with credit ratings and with operating costs. As to the last named item many retailers are extremely sensitive either because they do not know what it actually is costing them to do business or because they do not know, and have found that the figures do not reflect great credit upon them as retail coal merchants.

The Alex Y. Malcolmson Coal Company has been incorporated at Louisville, Ky., capitalized at

\$50,000. Geo. D. Caldwell, C. G. Middleton and W. J. Schaich are the incorporators.

Capitalized at \$25,000, the Excelsior Coal Company has been incorporated at Kansas City, Mo.

Andrew P. Doorley, of Scottdale, Pa., is treasurer of the recently incorporated Mill-Corn Coal Company, Inc. Its capital stock is \$24,000.

The management of the Central Granaries Lumber & Coal Yard at Seymore, Neb., has been taken over by R. P. Tooker of Huntsman, Neb.

With offices at 519 Keith & Perry Building, Kansas City, Mo., the Rayville Coal Company has been chartered. Its capital stock is \$20,000.

The offices of the Lake & Export Coal Company, 618 First National Bank Building, Cincinnati, Ohio, have been taken over by The Van Buren Coal Company.

Robert White, engaged in the coal business and a brother of Russell White, chief supervisor at the Cincinnati Hay and Grain Exchange, died at Springfield, Ohio, in June, following an operation.

Articles of incorporation have been filed at McAlester, Okla., by the Mullen Coal Company. Peter I. Clinger, W. P. Mullen, Guy L. Andrews are named as incorporators. Capital stock of the company is \$50,000.

**Indiana Coals for DOMESTIC Use
STEAM and GAS PRODUCING
Purposes**

Phoenix Coal Company

Our new friends in time become our old friends

**Fourth Vein
Fifth Vein
Sixth Vein
Block
Warrick County**

**1206 Fisher Building
CHICAGO**

Fort Dearborn Coal Co.

CHICAGO

Quality Coals and Quality Service

**The Better Grades from Eastern
and Western Fields**

Omaha Kansas City Indianapolis Cincinnati

BUILD YOUR STORAGE PILE

of

SOUTHERN GEM COAL

"Franklin County's Pride"

**IT STORES
UNUSUALLY WELL**

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715 Old Colony Building, Chicago, Ill.

Sales Offices

**Wainright Building
ST. LOUIS, MO.**

**City National Bank Bldg.
OMAHA, NEBR.**

"Pine Ridge" Smokeless
"Blue Banner" Kentucky
Lower Vein Brazil Block
"Radiant" (Southern Illinois)
Plymouth Anthracite
Raleigh Smithing
ESTABLISHED IN 1874

Mitchell & Dillon Coal Co.

625 Bedford Bldg. CHICAGO.

The Matthew Addy Co.

CINCINNATI, OHIO

Selling Agents

**WEST VIRGINIA
TENNESSEE
ILLINOIS**

INDIANA

**KENTUCKY
OHIO
PENNSYLVANIA**

Smokeless, By-product, Domestic, Steam Smithing

**FOUNDED 1859
ADDY
INCORPORATED 1915**

COKE

Foundry, Furnace, Domestic—from all fields

BRANCH OFFICES

**New York
Philadelphia**

**St. Louis
Chicago**

**Minneapolis
Toledo**

Quality—Service—Finance—100 Per Cent

FIELD SEEDS

(Continued from Page 59)

ST. LOUIS SEED CONFERENCES

During the week of June 20-24, seedsmen from all over the country gathered at St. Louis, Mo., in two conventions. The first two days of the week were occupied by the meeting of the Wholesale Grass Seed Dealers Association; the last by the American Seed Trade Association.

Most of the meetings of the wholesale grass men were executive in character; new trade rules and other matters of vital importance to the dealers were discussed and plans for the future were formulated. The Association went on record as opposing the placing of a duty on seeds.

Officers were re-elected as follows: Wm. G. Scarlett, Baltimore, president; J. Charles McCullough, Cincinnati, vice-president; Chas. K. Jones, Baltimore, secretary-treasurer.

The American Seed Trade Association on June 22 met in their thirty-ninth annual convention. The report of the secretary-treasurer, A. C. Kendel, showed the total membership of the Association to be 249.

Curtis Nye Smith of Boston, counsel for the Association, made a report of the fight he has been leading to secure favorable legislation on all matter pertaining to the seed trade.

The following officers were elected: President, L. L. Olds, Madison Wis.; first vice-president, Alexander Forbes, Newark, N. Y.; second vice-president, Louis Reuter, New Orleans; secretary-treasurer, A. C. Kendel, Cleveland; assistant secretary, Clifford Corneli, St. Louis.

Delightful entertainment was provided the visiting seedsmen. A golf tournament was held on Tuesday of the convention followed by a dinner and dance in the evening. Vaudeville, dancing and refreshments in the Statler Hotel were provided for Wednesday evening. The annual banquet was held Thursday evening at the Statler Hotel.

CRIMSON CLOVER SEED PRODUCTION

Growers and shippers have submitted reports to the Bureau of Markets which would indicate that the commercial supply of the domestic seed of the Crimson Clover crop will be smaller than the 350,000 pound crop of last year.

The yield per acre in Maryland is expected to be only 30 per cent of normal and of 1920, or about 150 pounds. In Delaware a yield of 360 pounds is indicated. Harvesting began May 30, but no offers have been received by growers for their seed.

In North Carolina, where considerable Crimson Clover seed is usually harvested and sold in the chaff, a production of 90 per cent of normal and 75 per cent of last year is indicated by reports of decreased yield and acreage. Most of this seed is sold to farmers locally and in adjoining counties and the price does not follow very closely the market for clean seed. Growers are expecting \$10 per 100 pounds in the chaff.

Since July 1, 1919, 17,000,000 pounds of Crimson Clover seed, more than three-fourths of which was imported, have entered commercial channels in the United States. Just how much of this quantity still remains in dealers' hands is difficult to estimate. The average annual prewar commercial consumption was 8,000,000 pounds. This fell off to about 4,000,000 pounds during the years ending June 30, 1918 and 1919, because relatively small quantities were imported and more farmers produced their own requirements.

THE C. S. BRENT SEED CO.

Wholesale seeds and grain
LEXINGTON, KY.

North American Seed Co.

Wholesale Grass and Field Seeds
Milwaukee, Wis.
"THE HOUSE OF QUALITY"

SEEDS

Grain, Clover and Grass Seeds
CHAS. E. PRUNTY
7, 9 and 11 South Main St. SAINT LOUIS

WHITNEY-ECKSTEIN SEED CO.

Wholesale Seed Merchants
Correspondence Invited
BUFFALO, N. Y.

The imports of Crimson Clover seed from July 1, 1920, to May 31, 1921, were only 3,774,400 pounds over 800,000 pounds of which were permitted entry during the last two weeks of May. However, it is thought that the present carryover will go a long way toward meeting next season's demand inasmuch as stocks held at the beginning of the past season were large, while the demand from farmers throughout the season was unusually light.

The present wholesale selling price of Crimson Clover is around \$7.50 per 100 pounds, compared with \$11.65 and \$17 per 100 pounds in 1920 and 1919, respectively.

SEEDS AT MILWAUKEE

BY C. O. SKINROOD

The receipts of Clover seed at Milwaukee for the month of June fell to the usual low point when only 3,738 pounds were reported among the arrivals. Not a single pound was received a year ago at this time. Shipments, on the other hand, have been fairly large out of previous stores of seeds, with 227,055 pounds shipped out, compared with 327,140 pounds a year ago for the corresponding month. Shipments of Clover seed were therefore about one-third less than for the same period of 1920.

On the other hand, a remarkable run of Timothy seed was reported for June, 1920, with receipts of 463,106 pounds, as compared with just 30,000 pounds received in June of last year. Receipts of Timothy seed for the past month are therefore about 15 times as large as for the corresponding month of 1920. Shipments of Timothy seed, however, for June, 1921, were 112,373 pounds, as compared with 275,409 pounds for the corresponding month a year ago. Shipments were therefore less than half of those of 1920.

Seed men point out that shipments would be expected to fall off in June after the unusually active trade for all of the early months of 1921. It was shown that the seed business of 1921 was all compressed into a few months, especially in Clover seeds.

Reports by the state indicate that the Clover outlook in Wisconsin is not of the best, with the condition given at 78 per cent, as compared with 91 per cent a year ago and a 10-year average of 91 per cent. The acreage is also cut down some, with 528,000 acres, or 95 per cent of the area of last year.

On the other hand, the Alfalfa acreage is increased 18 per cent over a year ago and is now 118,000 acres, as compared with 97,000 acres for

1920. This further compares with 62,000 acres in 1919, 38,000 acres in 1918, and 72,000 acres in 1917. The area is therefore two or three times that of some of recent seasons and also far above the high record of 1920.

The condition of Alfalfa is given as 94 per cent, as compared with 91 per cent for the corresponding time last year and a 10-year average of 90 per cent.

The condition of field peas in Wisconsin is given as 92 per cent, compared with 92 per cent a year ago and 94 per cent as the 10-year average. The condition is therefore almost up to the usual average.

Milwaukee seed interests are primarily concerned with the prospects for the crop of seeds for 1921. While there are many dubious reports received, a fair crop is expected in some lines. The long, hot, dry spell of many weeks, it is felt, has surely left a very strong mark on the seed crop, as it has on other harvests.

Summing up, the general opinion is that the Red Clover crop has been hardest hit by the winter killing and the adverse weather during the summer and that the most that can be hoped for is a moderate crop—considerably smaller than the yields of a year ago.

In general the trade says that it is not too late for a fair crop of seeds, and that the real results will depend on how favorable the weather is for the next three weeks. During that time, it is stated, the bulk of the state seed crop will be made or lost.

One Milwaukee seed handler who has just gone through the big seed districts of the state asserts that the evidence of the dry weather is on every hand and that the harvest of seeds is sure to be far below normal.

One Milwaukee report is to the effect that the outlook for Alsike and Timothy is far brighter than that for Red Clover, some estimates being that these two crops may do somewhat better than those of 1920.

The North American Seed Company reports, after visits to the seed districts of the state, that the first crop of Clover was a big disappointment, due very largely to decisive injury from the long dry spell in many counties of Wisconsin. It is hoped, however, that the second crop may be much better, if moisture falls in sufficient quantities to save the plants.

Since practically all the old harvest of this seed has been sold, and since it is assured that the new crop of Red Clover is certain to be light, the outlook is for a strengthening in prices over the next few months.

The opinion is also given that the Alsike yield may be quite plentiful, judging from the present prospects for the crop. There is also said to be a large carryover of this class of seed, so that there is little chance of raising the price of Alsike, regardless of what happens to Red Clover quotations. The company also finds that the White Clover crop should be as large as that of 1920; also that the chances are good for a moderate yield of Timothy.

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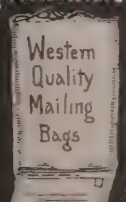
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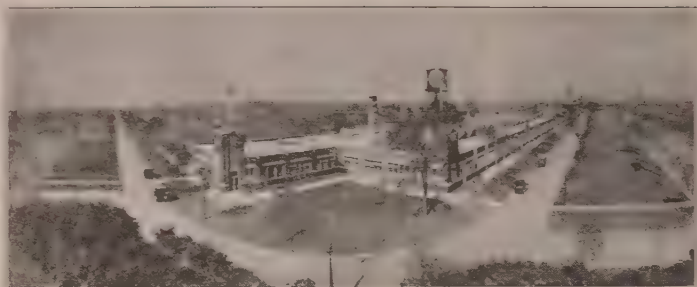
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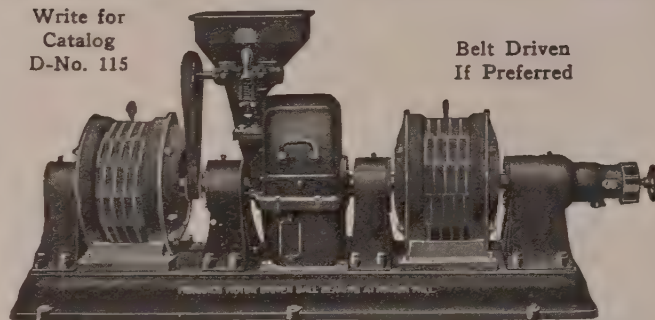
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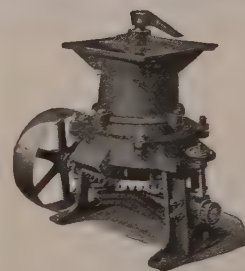
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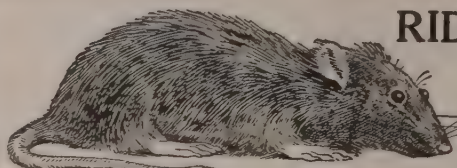


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By MILO S. KETCHUM

Design and construction are covered completely in this book of 556 pages. The new second edition brings it up to the minute with fresh data, new cuts, and a modern treatment throughout. Over 150 pages were added to the old edition. The new chapters on "Reinforced Concrete" and "Methods of Construction and Cost of Retaining Walls" are especially valuable. It is the standard work on stresses due to granular materials.

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ported as Canary seed. Later a shipment of about 260 bags arrived from Holland. Alfalfa has been inactive and without noteworthy change. About 260 bags arrived from East Africa. There has been no special feature in Sunflower seed, barring the arrival of about 1,200 bags additional from Argentina, shortly after the 2,694 bags reported in our June report.

Timothy and Alsike have likewise been quiet and featureless. It is too early to expect much in the way of export business. In fact, the only export reported during the month was 185 bags of grass seed to Germany. About 200 bags of Rye Grass were received from the United Kingdom.

Marshall H. Duryea of The Nungesser-Dickinson Seed Company, who was among those present at the St. Louis convention of the seed trade association, stated that the affair was a great success in every way. He spoke highly of the entertainment program, which was conducted in the true hospitable southern style. He was accompanied by his son Harold, who proved highly popular with the delegates and had a thoroughly enjoyable time.

Fred S. Radway of the I. L. Radwaner Seed Com-

pany returned from the convention at St. Louis greatly impressed by the friendly attitude of all present, the unanimous feeling of optimism, and a general readiness to do business. He spoke particularly of the general interest in imported Alfalfa and Red Clover. He also stated that he found the seaboard delegates unanimously opposed to the imposition of a prohibitive duty on imported Clover seeds, finding it to be the consensus of opinion that such a duty will hurt the Eastern trade. It was argued that it would be to the advantage of eastern farmers if they were able to buy cheap French seed, which is of good quality, instead of being limited to western seed, which is often undesirable. He found considerable sentiment in favor of sending a delegation to Washington to protest against the duty.

R. S. Elliott, local seed dealer, is among those to express disapproval of the increased duty, arguing that it will be of benefit only to the relatively small number of producers in this country, while it will prove disadvantageous to both distributors and consumers.

(Field Seeds Continued on Page 62)

and there are no drought stricken regions to be forced to buy regardless of price. High freight rates discourage long hauls and tend to localize trade. Southern and southeastern districts, the main source of demand for hay at Kansas City, are in such financial condition that they cannot combat costs at the present prices for live stock. The initial cost of hay is not large, but the various handling expenses increase the final price so much that a profit is improbable. They consequently resort to the abundant supply of rough feed near at hand and are getting along as best they can without hay.

Receipts at Kansas City the past month were the smallest ever reported in May since records have been kept. The total was only 628 cars, compared with 3,732 a year ago and a 10-year May average of 1,701 cars. Dealers say they expect no important increase until there is a big change in basic conditions of the hay trade. Most of the hay is moving from nearby points, though there is a little trade with distant sections that want certain grades for manufactured feeds.

Price changes have been unimportant the past few weeks. Pressure of new crop offerings has weakened Alfalfa somewhat, declines ranging from \$2 to \$4 a ton. A fair demand for Prairie has maintained firm prices for this grade, some quotations showing advances of 50 cents to \$1.50. Timothy and Clover have been steady, with trade exceptionally small.

NEW YORK HAY MARKET DULL

BY C. K. TRAFTON

Practically throughout the month of June the local hay market was a dull and narrow affair. As a general thing buyers were in small attendance and displaying indifference, contending that the consumption of hay was restricted as feeding continued small because of the dullness in virtually all lines of business. Moreover, distributors, local dealers, etc., were dissatisfied with the so-called high prices ruling, claiming that hay was too high in comparison with other feedingstuffs, notably milfeed, which they claimed was selling at practically pre-war figures, considering freights, and at or under the cost of production. In addition, buyers pointed out that both oats and corn were cheaper than hay.

Immediately subsequent to our last a small advance occurred, but more especially in the instance of choice No. 2 Timothy or No. 1, and notably in Brooklyn where there was a scarcity of good to choice grades. The receipts were insignificant by rail, the bulk of the hay arriving via canal or river boats, and as usual virtually all of this hay was unloaded in Manhattan. Furthermore, a large part of this hay was of common or inferior quality and generally difficult of sale even at price concessions. Consequently there was a further widening of the price difference between low grades and high. It was plainly evident that it was not only useless but expensive to ship in poor trash as it could not be sold for enough to pay freight charges.

Afterwards the market became even more sluggish and with receipts more than equal to the demand numerous buyers withdrew from the market or made still lower bids. There was evidently a growth of bearish sentiment which was almost wholly in sympathy with the downward tendency in wheat, corn, etc. In short, dealers in hay were impressed by the evident willingness of farmers to unload their holdings and in order to do so they accepted lower figures and particularly in the instance of wheat which they were anxious to market before beginning harvesting of the new crop.

Buyers of hay believed that something similar might properly occur in the instance of hay, but there seemed to be no analogy between the two. Apparently the hay grower did not need money as urgently as did the grower of wheat. At any rate, he showed no willingness to dispose of his holdings unless at former figures and this was particularly in case with the better description. It afterwards came to light that the hay farmer was led to hold back for more money by the protracted drouth. Subsequently when distributors and local dealers found that the crop would doubtless be short because of the drouth they simultaneously discovered that they had been holding aloof too long and therefore their stocks had been reduced to a low plane, and when they attempted to replenish they found offerings light, and notably of superior qualities, which brought about a recovery of about \$1 to \$2 per ton.

In some quarters it was alleged that a good many farmers were in strong shape financially and being dissatisfied with current bids had decided to "cover" up their supply of old rather than accept current bids. It was afterwards asserted, more especially by buyers, that possibly farmers might soon be willing to sell more freely at lower figures, because of the advent of copious rains over a fairly wide area. Unfortunately these rains did not come soon enough to be of any noteworthy benefit. Indeed, it was considered in some places it came too late to do any good. As a matter of fact, the crop was already made and ready for harvesting, and

HAY, STRAW AND FEED

FEEDS USED IN NEBRASKA

The Bureau of Markets has made the announcement that manufactured feeds amounting to 1,765 tons are used by Nebraska farmers a year. The companies selling these products are located in all parts of the United States. The various feeds and their consumption in Nebraska classified, follow: Hog feed, 578 tons; fattening feeds, 398 tons; special dairy mixtures, 212 tons; poultry feeds, 140 tons.

FREIGHT RATES CAUSE SLUGGISH HAY SHIPMENTS

The United States Bureau of Markets of the Department of Agriculture has completed its survey which shows that from 36 to 40 per cent of the surplus hay crop of last year remains to be shipped before the new crop arrives on the market. The Bureau says that one of the most important factors contributing to the present stagnant market situation is the high freight rates, which on many shipments, are equal to or greater than the price of the hay delivered on board cars at point of shipment.

EASTERN FEED MERCHANTS HOLD CONVENTION

More than 150 feed dealers from the East, members of the Eastern Federation of Feed Merchants, met at Saratoga Springs, N. Y., on June 27-28, to discuss plans for increasing demands for feeds during the next year. L. F. Brown, secretary of the American Feed Manufacturers Association, in his address said that the business had seen its worst day and from now on there would be more settled conditions.

The by-laws of the Association were changed so that dues will be based on tonnage sales with a minimum of \$10.

Resolutions were adopted calling upon Congress to exempt molasses from import duty; placing the Eastern Federation of Feed Merchants on record as opposing the stock co-operative buying organizations among dealers.

The Nominating Committee reported in favor of the election of the old officers: President, Reeve Hardin, Hamburg, N. Y.; vice-president, Stanley Pettit, Huntington, Mass.; treasurer, Frank T. Benjamin, Canastota, N. Y.; secretary, F. C. Jones, Bullville, N. Y.

NEW YORK HAY MUST BE TAGGED

Complaint has been made to Commissioner Eugene H. Porter of the New York State Department of Farms and Markets that baled hay is being shipped to the New York City market which is not properly marked as to its weight. Section 255 of Article 15 of the Farms and Markets Law requires:

"Weights to be marked on bale. The gross weight shall be plainly marked on each bale of hay or straw sold or offered for sale which weighs less than such gross weight after deducting five pounds from such bale for shrinkage. And no baled hay or straw shall be sold or offered for sale with more than 20 pounds of wood to the bale, the weight of which is 200 pounds or upwards, or more than 10 pounds of wood for bales weighing less than 200 pounds."

The size of the tag used in marking hay and straw cannot be less than 1½ inches wide and 3 inches long. This tag must bear the name and business address of the presser, together with correct weight of bale, and must be securely fastened

to the bale. The pressers must also provide themselves with accurate scales which must be presented to their local sealers to be properly tested. A person violating this law is guilty of a misdemeanor and subject to a fine when found guilty.

HUBAM—NEW SPECIES OF CLOVER

The new annual Sweet Clover discovered and distributed by H. J. Hughes of the Farm Crops Department of the Iowa State College has been named Hubam, at the suggestion of J. W. Nicholson of the Seed Department of the Michigan Farm Bureau Federation. He coined it from Mr. Hughes' name and from Alabama, where Mr. Hughes found an unlimited supply of the seed in the wild state.

The Iowa Experiment Station, which distributed over 45,000 samples all over the United States last year, obtained interesting results. In 1918 and 1919 Hubam was tried out at practically every experiment station in the United States and Canada and many foreign stations, and it gave results in growth of five to eight feet in three and one-half months, while the common biennial Clover only grew 10 to 14 inches in the same time, and common seed clover 5 inches.

In 1920, the available reports of the 45,000 samples show that frequently the plant grew to 9 feet in three and one-half months. The highest growth reported was 10 feet.

Seeding of Hubam outgrew medium Clover six times by weight. The Red Clover, barley and Hubam, seeded under identical conditions, produced a growth of two and one-half to three feet. This made a fine manure crop, and could have been cut for hay.

Samples of the new Clover will be distributed again to anyone who sends a stamped envelope to the Farm Crops Section, Iowa Experiment Station, Ames, and agrees to report on its growth.

KANSAS CITY HAY MARKET

BY B. S. BROWN

The volume of trade in hay at Kansas City continues to decrease, due to the numerous handicaps imposed on receivers and shippers by the abnormally high freight rates. For many years Kansas City has enjoyed the distinction of being the world's largest hay market, but it has had little claim to the title the past few months. Receipts have dropped to a few cars a day, shippers have found the rates to Kansas City too large to permit shipments to this market and buyers have gradually diverted their demands elsewhere. The reduction in trade, however, has not affected Kansas City alone. Nearly all other markets report about the same conditions. Cincinnati with a more favorable freight rate to southeastern points is a possible exception, as a fair business is being carried on there.

Several other factors are mentioned by dealers. Last year's crop, though large, was well distributed

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consequently rain was a detriment instead of being beneficial.

For a short time immediately following our last report straw was nominally higher, as the supply was almost exhausted and consequently few odd lots were sold at fancy figures. Subsequently the receipts become larger and with demand slow, prices speedily declined.

NEW FEED BRANDS

"GOODENUF" stock and poultry food. Goodenuf Milling & Feed Company, Minneapolis, Minn. Filed January 12, 1921. Serial No. 142,141. Published May 10, 1921.

"POK-A-DOT" stock feed. B. L. Sessum, Memphis, Tenn. Filed October 23, 1920. Serial No. 138,730. Published May 10, 1921.

"CIRCLE SIX" cow feed. Julius E. Mugge, San Antonio, Texas. Filed January 30, 1920. Serial No. 127,766. Published May 10, 1921.

"JAZZ" chicken feed, dairy feed, laying mash, growing mash, horse feed and hog feed. W. M. Cosby Flour & Grain Company, Birmingham, Ala. Filed November 19, 1920. Serial No. 139,847. Published May 17, 1921.

"KINGFALFA," a dairy, stock, cattle, farm animal and poultry food. The Buckeye Cotton Oil Company, Cincinnati, Ohio. Filed May 11, 1920. Serial No. 132,290. Published May 24, 1921.

"P AND D" sweet feed for horses and mules, composed of corn, oats, alfalfa meal and cane molasses; hog feed composed of digester tankage, wheat shorts, rice bran, corn feed meal and salt,



and laying mash for hens, composed of meat meal, wheat bran, wheat shorts, corn feed meal and alfalfa meal. Pease & Dwyer Company, Memphis, Tenn. Filed January 20, 1921. Serial No. 142,522. Published May 24, 1921.

"WISCONSIN BALANCED RATION" mixed grain ration for dairy cattle. Dodge-Hooker Mills, Wausau, Wis. Filed February 4, 1921. Serial No. 143,239. Published and registered May 24, 1921.

"PREMO" feed for poultry composed of wheat, kafir corn, corn chops, sunflower seed and barley; chicken feed composed of wheat kafir corn and millet seeds, and sweet feed for horses and mules composed of corn, oats, alfalfa meal and cane molasses. Pease & Dwyer Company, Memphis, Tenn. Filed January 20, 1921. Serial No. 142,526. Published May 24, 1921.

"NOX-ALL" grain feed composed of corn, oats, Alfalfa meal and molasses. Pease & Dwyer Company, Memphis, Tenn. Filed January 20, 1921. Serial No. 142,529. Published May 31, 1921.

"STERLING" poultry and dairy feed. Northrup, King & Co., Minneapolis, Minn. Filed January 11, 1921. Serial No. 142,091. Published May 31, 1921.

"MILL FEED THE QUICK FATTENER" stock food. Robert W. Davis, Atlanta, Ga. Filed October 21, 1920. Serial No. 138,632. Published and registered June 7, 1921.

Feed Trademarks Registered

143,112. Scratch food, chick food, mixed grain feeds for poultry and poultry mashed feeds. Neil Bros. Grain Company, Spokane, Wash. Filed July 6, 1920. Serial No. 134,597. Published February 8, 1921. Registered May 24, 1921.

143,400. Stock feed. Miller-McConnel Grain Company, Kansas City, Kan. Filed November 29, 1920. Serial No. 140,396. Published February 8, 1921. Registered May 31, 1921.

143,539. Cotton seed meal for use as an animal food. Ashcraft-Wilkinson Company Atlanta, Ga. Filed December 6, 1920. Serial No. 140,630. Published March 1, 1921. Registered June 7, 1921.

143,627. Food for stock, particularly for rabbits. Great Western Milling Company, Los Angeles, Calif. Filed July 28, 1920. Serial No. 135,473. Published March 1, 1921. Registered June 7, 1921.

142,833. Mixed feed comprising molasses, alfalfa, hay and ground grains. West Side Hay & Grain Company, Evansville, Ind., assigns to John K. Jennings, doing business as Diamond Mills, Evansville, Ind. Filed June 2, 1917. Serial No. 104,237. Published February 1, 1921. Registered May 17, 1921.

142,844. Feed for horses, mules, hogs, poultry and dairy cattle. John M. Wilson, Meridian, Miss. Filed

September 25, 1920. Serial No. 137,648. Published February 1, 1921. Registered May 17, 1921.

142,351. Feed for horses, mules, hogs, poultry and dairy cattle. John M. Wilson, Meridian, Miss. Filed September 18, 1920. Serial No. 137,346. Published January 11, 1921. Registered May 10, 1921.

142,352. Feed for horses, mules, hogs, poultry and dairy cattle. John M. Wilson, Meridian, Miss. Filed September 18, 1920. Serial No. 137,347. Published January 11, 1921. Registered May 10, 1921.

A feed mill has been installed at Nampa, Idaho, for the Idaho Equity Exchange.

Z. T. Gingrich & Son have sold their feed business at Lebanon, Pa., to Ben Altenderfer.

The feed plant of the American Hominy Company at Decatur, Ill., has been closed.

W. L. Clark is manager of the Cash Feed Store which was recently opened at Sour Lake, Texas.

B. A. Whitcomb of Riviera, Texas, expects to install feed grinding and cake machinery next season.

T. D. Wright has built a feed house at Hunter, Mo., which will operate as the Wright Feed Company.

The business of the Radford Flour & Feed Company of Radford, Va., has been purchased by N. H. Webb.

The feed and flour business of John Draland at Big Falls, Wis., was traded in by him for a farm near Iola.

Andrew Lyon has purchased the feed business of H. L. Eckert at Bloomville, N. Y. Possession was given July 1.

A three-story feed mill is to be erected at Vinton, Iowa, for L. V. Maulsby of Dubuque, Iowa. It will be electrically operated.

The hay and feed business of George K. Craig at Philadelphia, Pa., has been moved by him to another location in the same city.

The feed mill of August H. Boedecker at Macon, Mo., has been purchased by J. D. Smith & Co. They will remodel the building.

W. F. and Jas. L. Rapier have incorporated the Rapier Sugar Feed Company of Owensboro, Ky. Its capital stock is \$200,000.

The C. & P. Freight Warehouse at Steubenville, Ohio, has been leased by F. H. Bailey. He will conduct a grain and feed business.

The A. J. Webster Grain & Feed Company of Palouse, Wash., has completed a building which will be used for offices and retail storeroom.

To handle farm products, feed, etc., the Farmers Co-operative Exchange has been incorporated at Butternut, Wis. Its capital stock is \$6,000.

A. A. Truax and G. H. Townsend have remodeled the elevator at Presho, S. D., and fitted it with new grinding machinery for manufacturing feeds.

The name of the Canton Feed & Milling Company of Canton, Ohio, is to be changed to that of the Farmers Co-operative Milling & Elevator Company.

C. E. Ratcliffe, A. Smith and H. D. Walters have filed articles of incorporation at Auburn, Wash., as the Smith Feed Company. Its capital stock is \$12,000.

The warehouses of W. L. Edmunson at Houston, Texas, have been purchased by the Texas Hay Association, a corporation composed of hay growers of south Texas.

Articles of incorporation have been filed by W. G. Begley, H. M. Baker and R. E. Tucker as the Central Feed & Produce Company of Hazard, Ky. Its capital stock is \$6,000.

F. P. Lora and W. P. Jennings, Minnie Jennings and Cynthia L. Hanning have incorporated the Jaeger Produce & Feed Company, capitalized at \$25,000, under the laws of Virginia.

The feed and flour business of the Denny-McCracken Fruit Company has been taken over by the Service Flour Company of Muncie, Ind. A complete line of feeds will be handled.

Brewer Summers, Mortsinger & Hinds have opened a new mill and feed store at Salem, Ind. It will be equipped with electricity. There are to be three bins for wheat storage, with capacity of 150,000 bushels.

The Hancock Mills & Elevator at Greenfield, Ind., has been purchased by Otto Rettig & Co. The company will handle feeds, flour, coal, cement, salt, etc. The new equipment installed includes a 20-ton Recording Fairbanks Scale.

A feed brokerage business is to be conducted at Morganville, N. J., by James Blackman and his associates, I. E. Blackman and T. S. Hoppaugh. He has incorporated the H. & B. Brokerage Company. Mr. Blackman was formerly manager of the Newsome Feed & Grain Company, Minneapolis and was later with G. C. Haste & Co., of New York.

THE Underwriters Grain Association has been authorized to make their fire policies cover dust explosion losses.

COAL

COAL REGULATORY BILL DEFEATED

The Senate has voted, 38 to 26, recommit the Frelinghuysen Bill regulating coal rates, virtually defeating the measure. The Bill authorized the Interstate Commerce Commission to establish seasonal coal rates. After this action by the Senate, Senator Frelinghuysen did not press his other bill authorizing Government agencies to gather coal statistics.

LAKE CARGO COAL RATES

All the principal coal-carrying roads serving West Virginia and Pennsylvania mines in carrying cargo coal to lower lake ports, except Bessemer and Lake Erie, by June 30, had filed application for special permission to change their cargo coal tariffs so that the 28 cents reduction will apply only on coal going beyond upper lake ports. The tariffs, as amended would make a reduction to coal transhipped from any upper lake port.

DECREASE IN COAL LOADINGS

A falling off in shipments of coal contributed to a decrease in the number of cars loaded with revenue freight during the week which ended on June 18, according to reports received from the railroads by the Car Service Division of the American Railway Association, says *The Black Diamond*. There were 157,243 cars loaded with coal during the week, which was 5,845 less than during the previous week and 31,595 below the total for the corresponding week in 1919. During the week 20,101 cars of coal were moved into Lake Erie ports for shipment up the lakes compared with 19,767 cars the week before.

The total number of cars loaded with revenue freight of all kinds during the week was 780,741, which was a decrease of 8,256 from the previous week and was 136,995 less than that for the corresponding week in 1920 and 27,166 under the total for the corresponding week in 1919.

Surplus coal cars on June 23 totaled 163,982, an increase of approximately 4,500 over the total of June 15.

U. S. COAL TO EUROPE

In a recent statement, Chas. A. Owen, president of the Tidewater Coal Exchange, said that the coming fall and winter may witness an almost unprecedented entrance of European buyers into the American coal market. Mr. Owen went on to say:

"English coal will be necessarily high priced and American miners will be able to compete with the United Kingdom producers quite favorably. The strike has crippled England as far as exporting is concerned, and it will be no easy matter for her to rehabilitate her mines and produce a surplus whereby she will be in a position to sell coal to her European neighbors. It is very probable that she may have to buy some coal for herself here.

"The American coal men can produce almost any amount of coal for foreign consumption if given a reasonable length of time to do so. But with domestic conditions as they are a delay in making known the requirements is serious.

"The American buyer may read a lesson in the European condition. Unless he begins placing his contracts he will, in all probability, face exactly the same condition as the European buyer guided by the watchful waiting policy."

COAL PRODUCTION STILL TOO LOW

In reviewing the coal situation for week ending July 9, *The Black Diamond* said:

"Coal production in the United States continues to stay below the 8,000,000 mark week after week, a situation which, while causing concern to the coal producer, because he realizes the shortage which will probably materialize this fall, cannot be changed so long as the public remains indifferent. As it is, bituminous is being produced at a loss, although with this inducement, buying is not being stimulated.

"Several factors conspired this week to intensify the dullness which has permeated the market for the past six weeks. The end of the British strike brought with it at least the temporary end of foreign interest in American coals for immediate buying. Foreign buyers disappeared from the coal fields and markets and a new dullness settled on the export trade.

"The hot weather which has characterized the last week or 10 days has further intensified the inactivity as to domestic coal. Whether it be anthracite or bituminous, the retailer shows little interest in buying, since to take more coal merely means to further augment his already large supplies in storage.

"Unfortunately, the domestic consumer still prates about possible freight rate reductions and perhaps

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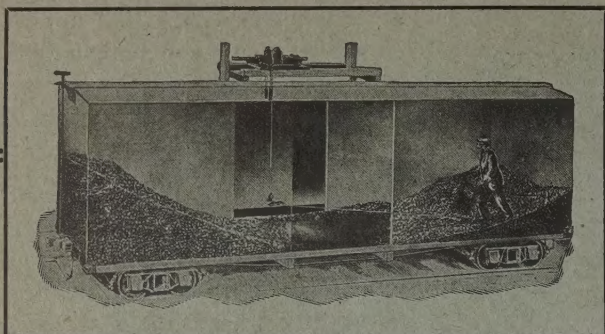
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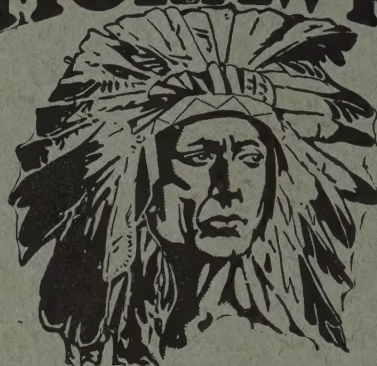
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